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CENTENNIAL PRIZE ESSAY

ON THE

HISTORY

OF THE

CITY AND COUNTY OF ST. JOHN.

BY

D. R. JACK.

"L'histoire est une resurrection."
—JULES MICHELET.

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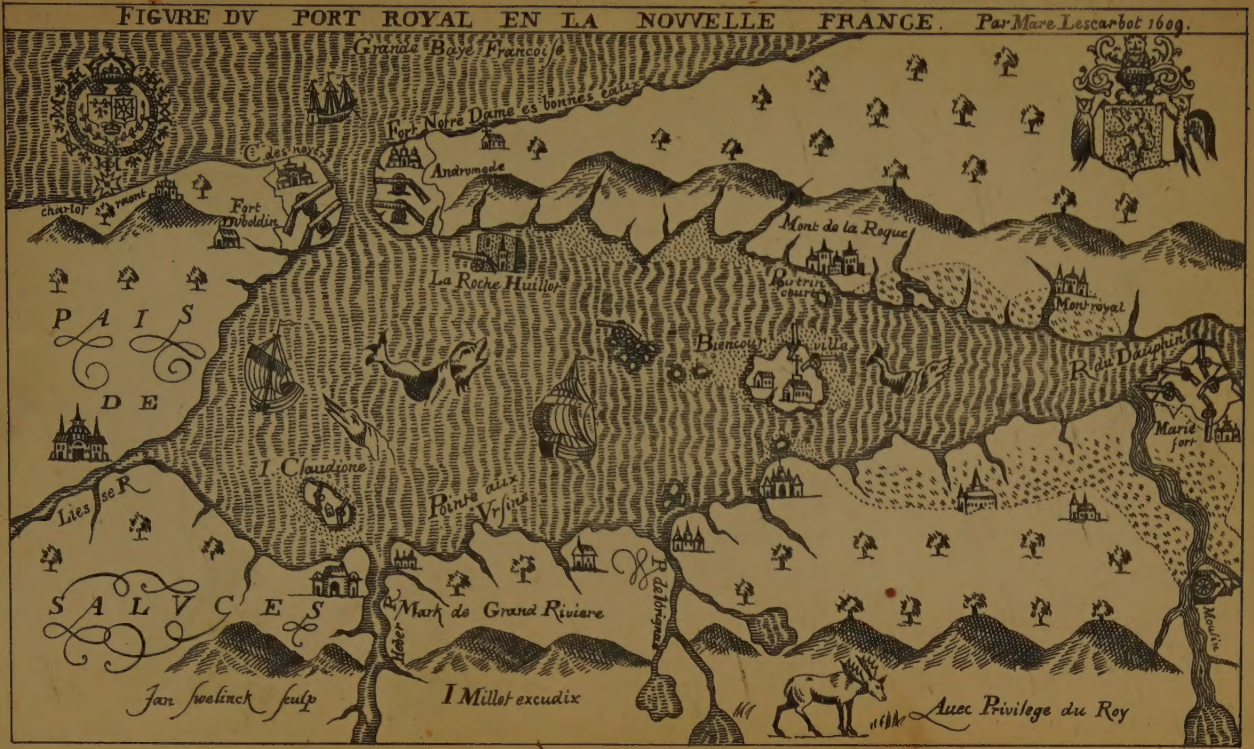
PREFACE.

NO community is so insignificant that its history is devoid of interest. The living man may deem his life monotonous and uneventful, but every incident connected with the dead ancestor incites his descendants to the fullest investigation. In North America, a new world only beginning to grow old, the men of to-day recognize the part which each colony, each city, each settlement has taken in the history of their country. Here, it is not as in Europe — the development of a people from barbarism to civilization — which commands our attention, but the success which, in a single century, has crowned the efforts of pioneers possessing, indeed, the advantages of modern knowledge and the experience of the ages, but surrounded by serious and sometimes appalling difficulties.

In ACADIA, of which New Brunswick formed a part, the period of French occupation is most attractive to the student of history; but, having regard to political problems which are perhaps advancing towards solution, he cannot but consider the advent of the Refugees and Loyalists, and the subsequent events, as most deserving his careful investigation. The antecedent period savors of romance, but with the melting away of the French *regime*, an age of progress — of life in earnest — commences. The possibilities, under a continued French rule, might indeed form a subject of speculation; but such a speculation would be more curious than advantageous, for it is the British colonist who is here connected, not only with the past, but with the present and the future of the country. In the following pages some consideration is given to each of the periods indicated, but mainly to the most im-

portant. The essay — and it must be borne in mind that it is but an essay, and not a history — was written in competition for a prize offered by the Mechanics' Institute of Saint John to the writer of the best essay on the history of the city and county of Saint John. The competing essays, of which there were two, were handed in on the 18th day of April, A. D. 1883, and were submitted to the judgment of Messrs. GEORGE J. CHUBB, WILLIAM P. DOLE, and WILLIAM H. VENNING, all well known citizens. On the 17th of the following May, the last day of the first hundred years of the city's life, the judges awarded the prize, $200, to the writer of the following pages. They are now offered to the public in the modest hope that, despite their many defects in style and matter, they may interest the general reader, and may aid the student and future historian.

The writer avails himself of this opportunity to thank those who kindly supplied him with pamphlets, memoranda, and other material, which have greatly aided him in his work.



Map of Port Royal. The date, which will be found in the upper right hand corner, is 1609. It is from Lescarbot's "Historie de la Nouvelle

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HISTORY OF SAINT JOHN.

CHAPTER I.

The Indians; Visit of Champlain, De Monts and Poutrincourt to La Baie Française; Indian War; Discovery of an iron mine by the French; Charles Amadour de LaTour, his character; Captain Samuel Argal sent from English Colony on St. James River, Virginia, to the coast of Acadia to convoy a fishing fleet; He burns buildings at St. Sauvieur and Port Royal; Colony at Port Royal broken up; Arrival of Missionaries from France; Death of Membertou, Sachem of the Micmacs; A trading post established at the St. John; Nova Scotia granted to Sir William Alexander; Death of Biencourt; Creation of Baronets of Nova Scotia; Charles LaTour's marriage; Fort St. Louis; War between France and England; David Kirk; Claude de LaTour taken prisoner to England.

THE Indians who occupied the mouth of the river Saint John about 1600, were the Souriquois or Micmacs, and members of the same tribe resided near the French fort at Port Royal. Their chief was Membertou, who had seen Cartier at the Bay Chaleur in 1534, and he appears to have resided indifferently at the Saint John, or Port Royal, for the Indians ventured fearlessly in their canoes over the waters of the Bay of Fundy, or the Baie Françoise, as it was subsequently called by the French.

On the 24th of June, 1604, a little French ship sailed into what is now the harbour of Saint John. She was a paltry craft, measured by modern standards, smaller than many of the coasting schooners of the present day, but she carried the germ of an empire; for Champlain, DeMonts, and Pou-

trincourt, the founders of New France, were on her deck. Champlain's chart of our harbour showed how carefully he scanned his new discovery, and how little the great natural features of the place have changed in the course of nearly three centuries. Looking upon it, and tracing its soundings, we can see the course his vessel took—passing into the harbour by the eastern channel—and note even the very spot where he anchored. The rugged hills about St. John were then covered with pines and cedars, and on Navy Island, which was then separated from the main land by a much narrower channel than now, was a collection of Indian wigwams, surrounded by a high palisade.

Champlain regarded himself as the discoverer of this great river, and in honor of the day — that of S. John Baptiste — gave the river the name it has ever since retained: the Saint John.

But though bent on founding a colony, he did not linger at Saint John, but spread his sails for a longer flight, and turned the prow of his vessel towards the fatal Island of Saint Croix.

The year 1607 made St. John the theatre of one of those warlike scenes, the like of which it will never see again, unless some fierce onslaught of barbarism should sweep civilization from our shores, and the birch and cedar should flourish on the sites of our deserted dwellings. Membertou was at war with the Armouchiquois of Saco, and he had called all the warriors of his tribe to aid him in his expedition against his enemies. The mouth of the St. John was the place of rendezvous, and to it they came from the marsh lands of Chignecto, from the Miramichi, from Cape Breton, and from Gaspé. Early in June, four hundred warriors were assembled, in all the pomp and circumstance of savage war, at the mouth of the St. John, and its harbour—which now bears on its bosom the peaceful fleets of commerce—was

parted by the canoes of this horde of barbarians. They passed westward to the coasts of Maine, and to the habitations of their enemies; and after a brief but bloody contest, returned victorious to their homes in the forest, bearing with them many an Armouchiquois scalp.

About this period, the colonists of Port Royal frequently visited St. John for the purpose of buying beaver skins from the Indians, for the savages had a permanent settlement there, independently of those further inland. The French, ever on the alert for mineral treasures, discovered in the rocks near the falls some iron, which was converted into a knife by an ingenious mechanic. Whether any such mine exists at the present day, is a question for our Provincial geologists; but if the French statement be correct, it must have been of excellent quality, for the knife so made is described as being capable of cutting like a razor.

"Claude Etienne de LaTour and his son Charles Amadour accompanied Poutrincourt to Acadia in 1611. Poutrincourt returned to France soon after the arrival of his son, leaving him in command."* In the year 1606, when the Port Royal colony was scarcely a year old, when most of the region on the shores of the Bay of Fundy was an unexplored wilderness, and while the aged Membertou was still Sachem of the Micmacs, there came to Port Royal a boy of fourteen years of age, named Charles St. Etienne de LaTour, who was destined to leave as broad a mark on the history of the colony as any white man who has ever trod its shores. His father, with whom he came, was a Huguenot, a man of good family, but who had been reduced so much by misfortune, that it is said he worked as a stone mason in Paris before coming to Acadia. Whether this statement is correct or not, is a matter of little consequence. If true, the distinction

* Archer's History of Canada, page 59.

which he and his more celebrated son subsequently obtained, is all the more to his credit: if false, he is not the first man who has been the victim of misrepresentation. When the Port Royal colony was broken up, and Biencourt betook himself to the woods and resided with the Micmacs, Charles LaTour was his faithful companion and friend, and remained with him during the four years of his exile among the savages. But it is not necessary to follow his career step by step to his first connection with New Brunswick; it is enough to say that the training which he received in the rude school of savage life, admirably fitted him for the trials and misfortunes which he was afterwards required to endure. As to his character, he was not one whose qualities, good or bad, could be ascertained at a glance. His reputation has been savagely assailed by some writers, while some have as firmly upheld it. Even his contemporaries were not at all times of the same mind concerning him: when in their presence, he seemed the embodiment of courtesy and honesty: when absent, the record of his deeds sometimes made their cheeks burn with anger.

In 1607* a company of London merchants had founded a colony on the James River in Virginia, where, after suffering greatly from the insalubrity of the climate and want of provisions, they had attained a considerable degree of prosperity. In 1613 they sent a fleet of eleven vessels to fish on the coast of Acadia, convoyed by an armed vessel, under the command of Captain Samuel Argal, who had been connected with the colony since 1609. Argal was one of those adventurers formed in the school of Drake, who had made a trade of piracy, but confined themselves to the robbing of those who were so unfortunate as not to be their own countrymen. The Virginian colonists, although utterly unable

* Hannay's History of Acadia, page 103.

to people a hundredth part of the State which now bears that name, were too jealous-minded to allow any foreigners to live peaceably within eight hundred miles of them, and resolved to send Argal to destroy all the French settlements in Acadia, and erase all traces of their power. He was furnished with three armed vessels, and was accompanied by two Jesuits, fathers Biard and Quantin. He first destroyed the cross which the Jesuits had erected at St. Sauvieur, and burnt down all the buildings which the French had built there. He then sailed for St. Croix, where he destroyed the fort, burnt down all the buildings, and destroyed a large quantity of salt stored there by the fishermen. He then crossed to Port Royal, piloted it is said by an Indian, but it was shrewdly suspected, and generally believed in France, that Father Biard was the person who did this favor to the English. At Port Royal he found no person in the fort, all the inhabitants being at work in the fields, five miles away. The first intimation they had of the presence of strangers was the smoke of their burning dwellings, which, together with the fort in which a great quantity of goods were stored, he completely destroyed. He even effaced with a pick the arms of France and the names of DeMonts and other Acadian pioneers, which were engraved on a large stone which stood within the fort. He is said to have spared the mills and barns up the river, but that could only have been because he did not know where they were.

When Argal departed from Port Royal he left that settlement—on which more than a hundred thousand crowns had been expended—in ashes, and more dreary and desolate than an uninhabited desert could have been, because its soil was branded with the marks of ungenerous hatred, unprovoked enmity, and wanton destruction. Poutrincourt, who attributed all his misfortunes to the Jesuits, took no further part in the affairs of Acadia, but entered into the service of

the King, distinguished himself, and was killed in the year 1615 at the siege of Mery-sur-Seine. Biencourt however refused to abandon the country, but with a few faithful chosen companions, maintained himself in it during the remainder of his life. One of the friends who shared his exile and enjoyed his confidence was Charles de LaTour, a name afterwards memorable in the annals of Acadia. Sometimes they resided with the savages, dressed after their fashion, and with them fished and hunted: at other times they dwelt near Port Royal, but of their adventurous life little is known. The trials and sufferings of those who reside in the wilderness seldom see the light, unless at the instance of the adventurers themselves. But Biencourt left no record behind him, and LaTour was a man of the sword rather than of the pen.

Two Jesuit priests, named fathers Biard and Masse, were the first to enter on the missionary field of Acadia. In 1610 it was arranged that they should set sail for that place. They arrived at Port Royal on the 22nd of June, 1611, after a voyage of five months, in which they were exposed to many hardships and dangers from ice and storms, besides suffering from the confinement of a passage of such remarkable duration. Immediately on their arrival they commenced the study of the Micmac language, and to enable him to do this more effectively, Father Masse went to the St. John, and took up his abode with Louis Membertou, son of the aged chief of the same name who had died the year previous (1610). *After a few months experience he returned, half starved, and inexpressibly disgusted with the filth and smoke, and indescribable annoyances among which he had lived. Father Biard in the mean time employed himself in a work of a more utilitarian character: he went with Biencourt on

* Archer's History of Canada.

an expedition up Cumberland Bay, and discovered those fertile and noble marsh lands on which the countless herds of Westmorland and Cumberland are now fed. He also frequently accompanied Biencourt in the numerous trips which he made to various parts of the Bay of Fundy. *While they were absent on one of these occasions, on a visit to St. Croix Island, the aged Membertou was brought from St. Mary's Bay to Port Royal in a dying condition. It soon became apparent that he could live but a little time, and an unseemly dispute arose as to where he should be buried. Biencourt wished him to be buried with his own people, agreeably to a promise which he had made to the dying chief, who desired to be laid with his own forefathers. The Jesuits, on the other hand, contended that he should be buried in consecrated ground, as a proof of the reality of his conversion. Biencourt curtly told them that they might consecrate the Indian burial place if they wished, but that he would see Membertou's wishes carried out. The old chief finally consented to be buried with the Christians, and he was accordingly interred in the burying ground at Port Royal.

†For several years after the destruction of Port Royal by Argal, there is a blank in the history of Acadia. Biencourt still remained in the country, and occasionally resided at Port Royal, and it does not appear that any considerable number of his people ever returned to France.

In 1619 two trading companies were formed for the purpose of developing the resources of Acadia. One company was authorised to carry on the shore fishery; the other, to trade with the savages for furs. The fur traders established a post at the St. John as the most convenient depôt for traffic with the savages. The fishery establishment was at Miscou

*Hannay's History of Acadia. †Hannay's History of Acadia, page 109.

on the Gulf of St. Lawrence. Three Recollet Missionaries were sent to Acadia, where, in addition to their stipulated duties, they did good service in the conversion of the natives. When the Recollets established themselves in their convent (1620) on the St. Charles, they sent missionaries to the Nepisiguit, to the mouth of the St. John, to Port Royal, and to Cape Sable. They were the first Europeans who penetrated the unbroken wilderness between the Bay Chaleur and the Bay of Fundy.

In September, 1621, the whole of the province of Nova Scotia, New Brunswick, and the Gaspé Peninsula, were granted to Sir William Alexander. This territory was to be known by the name of Nova Scotia, and to be held at a rent of one penny Scots per year, to be paid on the soil of Nova Scotia on the festival of the nativity of Christ, if demanded. This charter also endowed the grantee with enormous powers for the regulation and government of his territory,—the creation of titles and offices and the maintenance of fortifications and fleets.

In 1623, when Biencourt died, he bequeathed to Charles de LaTour his rights in Port Royal, and made him his successor in the government of the colony.

In 1625 James the First died, and Alexander obtained from his son Charles a confirmation of his grant of Nova Scotia, and for the purpose of facilitating the settlement of a colony, and providing funds for its subsistence, an order of Baronets of Nova Scotia was created. It was to consist of one hundred and fifty gentlemen, who were willing to contribute to the founding of the colony, each of whom was to receive a tract of land, six miles by three, in Nova Scotia, which Alexander released to them in consideration of their aid in the work of colonization. One hundred and seven of these baronets were created between 1625 and 1635, thirty-four of whom had their estates in what is now New Bruns-

wick, fifteen in Nova Scotia, twenty-four in Cape Breton, and thirty-four in Anticosti. Creations to this order of baronetage continued to be made up to the time of the union between England and Scotland, the whole number of creations up to that period being upwards of two hundred and eighty, of which about one hundred and fifty still exist.

About the year 1625 Charles de LaTour married a Huguenot lady, but of her family, or how she came to Acadia, nothing is known. She was one of the most remarkable women of the age, and Lady de LaTour will be remembered as long as the history of Acadia has any charms for its people. Shortly after his marriage, Charles de St. Etienne removed from Port Royal and erected a fort near Cape Sable, at a harbour known as Port LaTour. This stronghold, which he named Fort St. Louis, seems to have been chosen on account of its convenience as a depôt for the Indian trade. He was residing there in 1627 when the war broke out, and perceived at once that Acadia was in great danger of being lost to France forever. He addressed a memorial to the King, in which he asked to be appointed Commandant of Acadia, and stated that if the colony was to be saved to France, ammunition and arms must be provided at once. He had with him, he said, a small band of Frenchmen in whom he had entire confidence, and the Souriquois who, to the number of one hundred families resided near him, were sincerely attached to him, and could be relied on, so that, with their aid, he had no doubt of his ability to defend the colony if arms and ammunition were sent. His father, who was then returning to France, was the bearer of this communication to the King, which was favorably received, and several vessels fitted out under the command of Roguemont and LaTour, with cannon, ammunition, and stores for Acadia and Quebec.

In 1627, there being then a state of war between France

and England, Sir William Alexander thought it an opportune time to make himself master of the country which had been granted to him. Under his patronage, David Kirk, son of a Scotchman, naturalized in France, received a communication from Charles I. to seize Quebec and all the French forts in Acadia. Along with his brothers Louis and Thomas, and with the assistance of his friends, he equipped a dozen vessels, seized Port Royal, and took formal possession of the country for Sir William. In the Gulf of St. Lawrence he captured a vessel, fitted out by the new company to aid Quebec, on board of which was Claude de LaTour. The whole number of vessels captured by Kirk at this time amounted to eighteen, with one hundred and thirty-five pieces of ordnance, and a vast quantity of ammunition,—quite sufficient to have put both Port Royal and Quebec in a respectable state of defence. Kirk, being unaware of the wretched condition of Quebec, however, did not attack it until 1629, when he made his appearance in the St. Lawrence, and summoned it to surrender, and as the place was destitute both of provisions and ammunition, Champlain had no alternative but to accept the favorable terms offered by Kirk, who took possession of the place on the 29th of July, 1629, and carried Champlain to England, leaving his brother, Louis Kirk, in command of Quebec.

"When Claude de LaTour was taken a prisoner to England by Sir David Kirk in 1628, he was caressed and flattered by Sir William Alexander, and persuaded not only to change his own allegiance, but engage that his son should do the same. Both the LaTours seem to have been of an enterprising character, of fine address and persuasive manners, but personal *interest* was their first consideration." *

In 1629, Claude was created a Baronet of Nova Scotia

* Archer's History of Canada, page 82.

with the title of Sir Charles Saint Etienne de LaTour, Seigneur de LaTour and Vaure. His son's name appeared on the roll as Sir Charles Saint Etienne de LaTour, Seigneur de Saint Deniscourt Baigneux. The following year, Sir William, then Earl of Sterling, made them a free gift of the country from Cape Jebogue to La Heve. Sir Claude married a lady of the Court.

CHAPTER II.

Claude de LaTour attacks his son's fort at Port LaTour; His defeat; He takes refuge at Port Royal; Supplies sent from France to Fort St. Louis; Claude de LaTour warns his son of an intended attack on his fort; They hold a consultation; They decide to build a fort at the mouth of the St. John River; The fort commenced; Treaty of St. Germain-en-Laye; Agreement between Isaac de Razilly and the Company of New France; Charles LaTour takes possession of Machias; LaTour removes from Cape Sable to St. John; Missions at St. John and Miscou re-established; D'Aulnay Charnisay; Cause of jealousy between LaTour and Charnisay; Fort LaTour; Charnisay attempts to undermine LaTour; Life at Fort LaTour; Charnisay receives orders to seize LaTour and take possession of his fort; Is unsuccessful; LaTour sends an emissary to Boston to solicit aid, which, however, is refused; Fort LaTour attacked by Charnisay; LaTour goes in person to Boston to solicit aid, and is given permission to enlist such men as would go with him, and to hire such ships as he might require; LaTour sails for St. John with four vessels and fifty-two men; Charnisay defeated; Lady LaTour visits England to purchase supplies; Lady LaTour returns to the fort, but finds her husband absent; Fort LaTour again attacked by Charnisay; Defence of the fort by Lady LaTour.

IN return for all the honor that had been conferred upon him, LaTour undertook to plant a colony of Scotch in Acadia, and to obtain possession of his son's fort at St. Louis for the King of Great Britain. Accordingly, in 1630 he set sail with a number of colonists in two vessels, well provided, and he appears to have had no doubts as to his ability to carry out what he had promised. When the vessels arrived at Port LaTour, he landed and visited his son at Fort St. Louis. But Charles de St. Etienne refused to entertain for a moment the proposition made to him by his

ner,—to deliver his fort to the English. Overwhelmed h mortification, LaTour retired on board of his ship, and dressed a letter to his son couched in the most tender and ectionate language, and setting forth the advantages which y would both derive from pursuing the course which he sired his son to adopt. Finding this produced no effect, tried to intimidate his son by menaces; and finding these regarded, and utterly driven to desperation, he disem-rked his soldiers and a number of armed seamen, and ed to carry the fort by assault. The assailants were driven ck with loss, and on the second day made another attack, t with no better success. LaTour was urgent for another ack on the third day, but the commanding officer would t permit any more of his men to be sacrificed, and retired h them to the ships. LaTour was now in a most unen-ble position, and knew not which way to turn. He had de himself a traitor to his country, and had broken his omises to the English. He however believed himself safer h the foreigners whom he had deceived than with his own ntrymen whom he had betrayed. He therefore went with Scotch colonists, who retired to join their countrymen at rt Royal. Great as might have been LaTour's grief at s misadventure on his own account, it could not fail to be ch increased by the reflection that he had made the lady o had become his wife, the innocent sharer of his misfor-es. He told her, in touching language, that he had nted on introducing her in Acadia to a life of happiness d comfort, but that he was now reduced to beggary, and he chose, he would release her from her painful position, d allow her to return to her family. She replied that she d not married him to abandon him at the first breath of sfortune, and that whatever trials and misfortunes he had endure, she would be willing to share with him.

The colony at Port Royal, in which LaTour found refuge,

had been established there in 1620 by a son of Sir William Alexander, and consisted chiefly of natives of Scotland. They had erected a fort on the Granville shore opposite Goat Island, the site of Champlain's fort. Very little is known of the history of the colony. During the first winter out of seventy colonists no less than thirty died. The arrival of the vessels in which LaTour had come, with additions to numbers and supplies, somewhat revived their drooping spirits.

In 1630 two vessels were fitted out at Bordeaux by M. Tufet, a merchant and citizen of that town and a member of the Company of New France, with supplies, arms and ammunition for the new fort at Grand Cibou in Cape Breton and for Fort St. Louis at Port LaTour. They were delayed by storms, and did not reach Cape Sable until late in the season. Captain Marot, who had charge of this expedition brought Charles de St. Etienne a letter from M. Tufet enjoining him to remain steadfast in the King's cause, and expressing the confidence which the Company had in his patriotism and firmness. It also informed him that the vessels contained arms, ammunition, supplies and men, which were at his service to build dwellings and forts wherever he deemed most convenient. After consulting with Captain Marot, it was agreed that the best plan was to advise his father of the probability of Port Royal being given up by Great Britain, and to request him to return to Cape Sable so that they might be informed of the numbers and intentions of the Scotch. LaTour very cheerfully complied with this request, and repaired to Cape Sable, where his son had a comfortable dwelling erected for the accommodation of his family and his attendants, without the walls of the fort. He brought the intelligence that the Port Royal colonists intended to make another attack on Fort St. Louis. A long consultation was then held, in which LaTour, Captain Marot

and the Recollet Fathers took part, and the question as to what was the best course to be pursued was discussed in all its bearings. It was finally decided to erect a strong fort at the mouth of the river St. John where there was a powerful tribe of Indians, which would serve the double purpose of repelling the intrusions of the English, and would give the French at the same time command of the whole peltry trade of that vast tract of wilderness which extended to the River St. Lawrence. LaTour was to superintend the erection of this fort, and continue in command until it was completed, while St. Etienne would still remain at Cape Sable and resist any attack which might be made upon him by the Scotch. Captain Marot was to convey the workmen, artisans and their supplies to the mouth of the St. John, and the work was to be proceeded with at once. The workmen were conveyed to the St. John and operations commenced with vigor, but, as the proposed work was to be constructed on an extensive scale, but little could be done towards its accomplishment that season, and when another season had arrived, the political aspect of affairs appeared to render its construction less necessary.

In June, 1631, King Charles I. authorized his Ambassador, Sir Isaac Wake, to conclude a treaty with the King of France for the purpose of settling all controversies, and in July informed Sir William Alexander—who the year previous had been created Earl of Sterling—that Port Royal was to be restored to the French, and the fort destroyed which the Scotch had built. On March 29th, 1632, the treaty of St. Germain-en-Laye was signed, one of the provisions being that Acadia should be restored to France. A Commission was granted to Charles de St. Etienne, dated 11th February, 1631, by which he was appointed to command, as the King's Lieutenant General in Acadia. The Company of New France also sent a well stocked vessel to Fort St.

Louis in April, 1631, with a letter confirming, on the part of the Company, the command granted by the King.

On the 27th of March, 1632, Isaac de Razilly entered into an agreement with the Company of New France, by the terms of which he was to receive from Cardinal Richelieu a vessel called *L'Esperance en Dieu*, free, and in sailing order, ready to receive her cargo, armed with her guns, swivels, powder and shot. He was also to receive the sum of ten thousand livres in ready money, in consideration of which he engaged to put the Company of New France in possession of Port Royal, without further charges. He took with him a number of peasants and artisans to people the new colony, and in his train were two men, one of whom, Charles de Menou, Seigneur D'Aulnay de Charnisay, became the life-long enemy of Charles de St. Etienne; the other, Nicholas Denys, after a life of adventure, became its historian, returned to France, and died at a ripe age in the land of his birth.

In June, 1632, before De Razilly arrived in Acadia, a party of French came in a pinnace to Penobscot, where the New Plymouth colonists had established a trading house, after LaTour had been dispossessed. The French pretended to have just arrived from sea, that they had lost their reckoning, that their vessel was leaky, and that they desired to haul her up and repair her. It happened that the master of the trading house and most of his men had gone to the westward for a supply of goods, leaving only three or four men to protect the fort. The French, seeing the weak state of the garrison, resolved to help themselves to the contents of the trading house, and having overpowered the few men in charge, loaded their vessel with the goods, which consisted of three hundred weight of beaver, besides trading stuff, such us coats, rugs, blankets, and biscuit; the whole valued at five hundred pounds sterling. The French did not injure

or imprison the Englishmen in charge of the post, but when they had secured their plunder, set them at liberty. Governor Bradford, who gives a circumstantial narrative of this transaction, does not furnish the name of the French leader who rifled Penobscot, but states that he had with him a false Scot, who acted as interpreter. It is highly probable that Claude de LaTour was the head of the party, and that he took this novel method of carrying out the treaty of St. Germain, and at the same time reimbursing himself for his losses at Penobscot when it was taken from him by the English.

In the following year Charles LaTour took possession of Machias, where Mr. Allerton of Plymouth and some others had set up a trading wigwam, guarded by five men. LaTour dispossessed them, claiming Machias as French territory. He took three of the English prisoners, the two others being killed. When Mr. Allerton afterwards sent a pinnace to LaTour to obtain the restoration of the men and the return of the goods which he had taken from Machias, LaTour answered that he took them as lawful prize, and that he had done so under the authority of the King of France, who claimed the whole territory from Cape Sable to Cape Cod. He desired Mr. Allerton's men to take notice, and to inform the rest of the English, that if they traded to the east of Pemaquid he would seize them and their vessels. Both men and goods were sent by LaTour to France, where the men were set at liberty, but the goods were adjudged to be lawful prize.

On the 15th of January, 1635, Charles de St. Etienne Sieur de LaTour was granted the fort and habitation of LaTour on the River St. John, with the lands adjacent having a frontage of five leagues on the river and extending back ten leagues into the country. During this year LaTour removed part of his establishment from Cape Sable to the

River Saint John, where a fort had been commenced some years before.

For proof that Fort LaTour was at the *mouth* of the River St. John, and not further up, as affirmed by some authorities, I give copies of two letters in the Appendix.*

In 1633† the Monks in the order of St. Francis from the Province of Aquitane returned to Acadia, and the missions on the St. John and at Miscou were re-established. Those pious Fathers continued to retain the possession of this missionary field, and under their ministrations, all the savages of Acadia in the course of time became Christians, at least in name.

Although the father of LaTour seems to have been joint owner with his son of the land at the mouth of the St. John, and to have taken an active share in the erection of the fort there, his name is not connected with any of the subsequent events in the history of Fort LaTour, and Charles LaTour becomes for a while the hero of Acadian annals. D'Aulnay Charnisay, a young adventurer from Paris, who was a relation of Cardinal Richelieu and connected with the Company of New France—an Association in which the great Cardinal was much interested—came to Acadia some time prior to the erection of Fort LaTour. When De Razilly became Governor of Acadia in 1632, LaTour and D'Aulnay were his Lieutenants, and at his death, which took place in 1636, D'Aulnay appears to have been appointed Governor of all that portion of Acadia lying to the north of the Bay of Fundy, while LaTour's Commission as Governor extended over the whole Nova Scotia peninsula. D'Aulnay's residence and fort was at Pentagoet (Penobscot), but he had also the fort and establishment at Port Royal, which had been transferred to him by Claude de Razilly, brother of the

* See Appendices A and B. † Hannay's History of Acadia, page 128.

deceased Governor. The actual deed of transfer of Isaac de Razilly's possessions in Acadia was not given to Charnisay until 1642, but this was only the formal recognition of what was already an established fact, for Charnisay long before had been treating these possessions as his own. It will thus be seen that while LaTour's fort at St. John was within the government of D'Aulnay, the fort of the latter at Port Royal was within the government of LaTour. This state of affairs excited, as may be supposed, endless jealousies in the minds of two such ambitious and powerful men as were the rival governors of Acadia, and finally was the means of bringing about the most violent contests between them.

Fort LaTour was situated on the Carleton side of the harbour of Saint John on that point of land which juts out towards Navy Island, from which it is divided by a narrow and shallow channel, dry at low water. It was square in outline, eighty paces in diameter, with a bastion at each of its angles. Sieur Franquet's plans of forts in Acadia show us how all such forts were constructed. A double row of palisades from fifteen to eighteen feet long was placed around the outline of the fort: a banquette of earth was thrown up from the inside against the palisades, and above it a smaller embankment formed the parapet. Outside, a deep ditch was dug, part of the earth from it being thrown against the palisades, and the remainder sloped off so as to form a glacis. The bastions at each angle were generally constructed of logs and projected some thirty feet beyond the outline of the fort, terminating in an acute angle, and on these the guns were mounted, so that the guns on either side of a bastion commanded both the side of the fort next to it and the side of the bastion beyond; this system of bastions, or works, reciprocally flanking the wall and each other, being the grand aim of all fortifications. Fort LaTour was supplied with twenty-four cannon, six on each bastion, and for that

day was a respectable fort. Saltsonstall, of New England, calls it a "Strong sufficient fort," and the rude warfare it passed through seems to give it some claim to the title.

Charles de St. Etienne, the Sieur de LaTour who is described in the grant as Lieutenant General for the King on the coast of Acadia in New France, was granted the fort and habitation of LaTour on the River St. John, with the lands adjacent having a frontage of five leagues on the river, and extending back ten leagues into the country. The date of this grant was January 15th, 1635, and during this year LaTour removed part of his establishment from Cape Sable to the River St. John, where a fort had been commenced some years before.

In this fort Charles LaTour was fully established and residing in 1635; and the people of New Brunswick should remember him as the first white man who planted a permanent colony on our shores, and who, through all sorts of trials and misfortunes clung to the dwelling he had made for himself in this forest land.

The fur trade which LaTour carried on at St. John was a great source of profit, amounting to three thousand moose skins a year, besides beavers and otters. D'Aulnay could not look with any degree of complacency on the prospect of his rival reaping the benefit of the Indian traffic in a place which he regarded as properly his own. D'Aulnay was eminently proud, haughty and vindictive, and all his energies were directed to the task of dispossessing LaTour of St. John, and destroying his power in Acadia. His influence in France with the great Cardinal was a powerful incentive and aid to him in this undertaking, and influenced, while it furthered his ambition. One accusation which was preferred against LaTour was, that he was a heretic, and therefore an unworthy ruler of the faithful subjects of the King in New France.

His father certainly was a Huguenot, and his wife was one also; but LaTour himself, if he was anything, was a Roman Catholic. The rulers of New England—who would have been only too glad to have welcomed him as a Protestant from Acadia—always speak of him as a Papist, and he rarely went to Boston without being attended by a couple of Friars. "The poetic halo which Whittier has cast around him in his ballad of the St. John, as a sufferer for his Huguenot principles, has therefore no substantial foundation of truth to support it; and indeed LaTour, who was in some measure all things to all men, does not appear to have been a person with any very serious convictions on religious matters."

D'Aulnay's first efforts in France against LaTour were not successful, and rather tended to strengthen the latter in his possession of St. John. On the 10th of February, 1638, a letter was sent from the King to D'Aulnay, which read as follows:

"You shall be my Lieutenant General on the coast of Etchmins, beginning from the middle of the terra firma of Baie Françoise (Fundy), thence towards Virginia, and Governor of Pentagoet; and the Government of the Sieur de LaTour, my Lieutenant General on the coast of Acadia, shall be from the middle of Baie Françoise to the Strait of Canseau. Therefore, you are not empowered to change any arrangements in the settlement at the River St. John made by the said Sieur de LaTour, who will direct his economy and his people according to his judgment; and the said Sieur de LaTour shall not attempt to change anything in the settlements of La Heve and Port Royal, nor in the Ports thereto belonging."

From this it will be seen that LaTour suffered no injury from the first attempts of his rival to undermine him.

Neither history nor tradition has preserved any details of the mode of life at Fort LaTour. LaTour, though the representative of the King in Acadia, was not a Royal Gov-

ernor, as was Villebon and his successors; and his establishment being merely a private one, he sent no despatches home to France filled with accounts of the progress of events in his fort. The number of men constituting the garrison of the fort was generally about fifty, and much of their time seems to have been employed in the shore fishery, and in trading with the Indians. A lovely life it must sometimes have been during the dreary winter season, when no vessels were arriving from France, for in that season of the year the Acadian seas were not in that age regarded as safe for navigation. No cultivation appears to have been attempted by LaTour, and indeed the spot upon which he settled was one which gave small promise of a return for the labors of the agriculturalist. A dense wilderness of cedar and birch growing in a lean and barren soil, extended around the harbour of St. John and over the heights to the sea, and the fertile land beyond the rocky barrier which skirts the Bay of Fundy was too remote to be available, even had LaTour been inclined to abandon more lucrative pursuits for the purpose of bringing an Acadian wilderness into cultivation.

D'Aulnay was not discouraged by his first failure from pursuing and injuring his rival. He made several visits to France, and at last succeeded in obtaining from King Louis an order directing LaTour to go to France and answer the charges brought against him by D'Aulnay. The latter was also instructed in the alternative of LaTour refusing to obey the King's mandate, to seize his person, make a faithful inventory of his effects, and take possession of his fort and all his goods. This order was dated 13th February, 1641, and ten days later LaTour's Commission as Governor was revoked by the King,—the ground alleged for the act being misconduct on his part. D'Aulnay lost no time in taking measures for the execution of the mandate, and LaTour was not long without a copy of the order which thus summarily

deprived him of his title and wealth. The fact of his being merely accused of wrong doing, not convicted, scarcely lessened the danger with which he was threatened, for the Bastile was full of prisoners who had never been adjudged guilty by any tribunal, and LaTour had no idea of spending the remainder of his days a prisoner of State, at least not while the palisades of his fort were capable of withstanding the attack of an enemy. A ship named the *St. Francis* had been sent out by the Government, expressly for the purpose of bringing LaTour to Europe, but he informed the Captain and officers entrusted with his keeping, that the accusations brought against him by D'Aulnay were so false that he did not consider it necessary to take so long a voyage for the purpose of refuting them; that he preferred remaining in his adopted country, and had more faith in the security of his fort than in the impartiality of the tribunal by which he was to be tried.

The *St. Francis* returned to France in August, 1641, without LaTour, bearing his disobedient message to the King. In the mean time, he began to take measures to make himself secure against attack, and to endeavor to form alliances with those willing and able to help him in his extremity. Knowing that D'Aulnay—the means of his being accused—would also be the party entrusted with the management of any expedition against him, he regarded it as his best policy to strike at the root of his rival's powers. In November, 1641, he sent an emissary to Boston with a proposal to aid them in attacking D'Aulnay's fort at Pentagoet; and as this fort had always been regarded with distrust and aversion by the people of New England, it seemed natural that they should desire to destroy so dangerous a neighbor. Rochette, a Protestant of Rochelle, was LaTour's messenger on this occasion. Rochette called at Pemaquid on his way, and there left his boats. Mr. Shurt, the principal resident

of that place, received him courteously, and gave him a letter to the Governor of Massachusetts Bay. Rochette proposed that the people of Massachusetts Bay should enter into a treaty with LaTour. The proposed treaty, as Winthrop informs us, was to embrace three points: first, liberty of free commerce; second, assistance against D'Aulnay Charnisay, with whom he had war; and third, that he might make return of goods out of England by the merchants of Boston. The first condition, that with reference to trade, was the only one granted, in consequence of his not having any credentials or letters to show from his master; at least Winthrop, who was then Governor of Massachusetts, states this as the reason of their refusal to treat with him. Rochette was most courteously entertained by the people of Boston, and after remaining with them some days, took his departure again for Fort LaTour. The timidity of the rulers of Massachusetts on this and other occasions in which LaTour was concerned, appears very conspicuously, and was a most unfortunate policy for their trading interests, for, occupying the position of neutrals between the belligerent Frenchmen, they were regarded with favor by neither, but looked upon as a lawful object of attack by both.

D'Aulnay appears to have undertaken another voyage to France for the purpose of stirring up the Government in regard to LaTour, and in February, 1642, obtained an order from the King directing him to seize LaTour's fort, and take his rival prisoner,—a mandate which he was only too eager to obey. LaTour, who kept himself well informed in regard to what was going on at the French Court, was soon apprised of his danger, and in October, 1642, sent his Lieutenant to Boston with a shallop and fourteen men. The Lieutenant carried letters from LaTour to John Winthrop, Governor of Massachusetts Bay, filled with compliments, and desiring assistance from the people of New England against his ene-

my Charnisay. LaTour's people remained about a week in Boston, and were well treated by the hospitable New Englanders, but no measures were taken then to grant the assistance asked for, although there was no question as to the Lieutenant's authority to treat on behalf of LaTour.

LaTour's Lieutenant, while in Boston, became acquainted with several merchants, and made proposals to them with regard to the opening up of a trade with his master. Some of the Boston merchants, nothing loth, sent a pinnace to the St. John river laden with suitable goods to trade with the French Governor. He gave them a hearty welcome, and their trade seems to have been mutually satisfactory, for it was the beginning of a connection which lasted as long as he remained in Acadia. He sent letters by them to Governor Winthrop in which he related the state of the controversy between himself and Charnisay, and in which he thanked the people of Boston for the handsome manner in which they had entertained his Lieutenant.

On their voyage back to Boston, the merchants stopped at Pemaquid, which was then a common place of call between Acadia and Boston. There they met Charnisay himself, who—learning that they had come from LaTour at St. John—took great pains to inform them that the latter was a rebel, and exhibited a copy of an order which he had procured in France for his arrest. Charnisay sent a printed copy of this order of arrest to Governor Winthrop, and accompanied it with the threat that if any of the merchants of Boston sent their vessels to trade with LaTour, he would seize them as lawful prize. This order of arrest was the result of Charnisay's voyage to France a few months before. It was dated the 21st of February, 1642, and was substantially a confirmation of the order which had been made just one year previous. It directed Charnisay to seize LaTour's fort and person, and to send him to France as a rebel, and

traitor to the King. This order was useless however, without an armed force to support it, as LaTour was not one to give up all hope at the least appearance of danger. Charnisay while in France had gone through the legal formalities necessary to secure a transfer to himself of all the estates which the late Isaac de Razilly had possessed in Acadia. The deeds by which this transfer was made were executed by Claude de Razilly, and were dated January 16th, 1642. They conveyed to Charnisay both Isaac de Razilly's Acadian property and his rights in the Company of New France, the consideration of the transfer being the sum of 14,000 livres, which Charnisay agreed to pay in seven years.

Disappointed in his hopes of aid from the Puritans, LaTour once more turned his eyes to the land of his birth, and sent to Rochelle for succor. His friends there were not backward in responding to the call, and provided a vessel for him named the *Clement*, an armed ship, and loaded her with munitions of war and provisions; and with one hundred and forty men on board she set sail for Acadia, but before her arrival at her destination, LaTour's enemy had well nigh compassed his ruin.

Early in 1643 D'Aulnay, having completed his combinations against LaTour and collected his forces, set sail from his fort at Port Royal to attack Fort LaTour. His armament consisted of a squadron of six vessels; two ships, one galley, and three pinnaces, having on board five hundred men. This formidable force was so much greater than any LaTour had at hand to oppose it, that it seemed quite invincible, and the prospect of averting destruction hopeless. LaTour had not a single ship at his fort, and the few small pinnaces used by him in the shore fisheries would have been of no avail against so strong a flotilla as D'Aulnay commanded. His men too, were far from numerous, the opposing force probably outnumbering his, ten to one; yet, the

defences of his fort were so strong that there was little danger of its being taken by a sudden assault, and help might arrive before he was starved into submission. He knew well that his friends in Rochelle would not desert him, and encouraged by the hope of speedy aid from them, he presented a bold front to the enemy, and refused all D'Aulnay's terms of submission. His wily enemy in the mean time maintained a strict blockade of the harbour of St. John. On the south-west side of Partridge Island, which was then the ship channel, lay his larger vessels, while his smaller craft rode at anchor on the opposite side of the Island, thus commanding both channels, and effectively cutting off LaTour from the sea. For more than a month this state of affairs continued, until at length LaTour seemed to have no recourse left but to submit or starve. But, in his hour of extremity, some assistance was at hand. The *Clement*, the large ship sent to his aid by his friends in Rochelle, made her appearance in the Bay of Fundy, bringing to the garrison a reinforcement of one hundred and forty men and a supply of ammunition and provisions. LaTour was sagacious enough to perceive that, even with this addition to his forces, he was in no condition to defeat his enemy, so he resolved on a bold measure for the purpose of crushing him effectually and raising the siege of the fort. In the night after the first appearance of the *Clement*, he passed through D'Aulnay's squadron in a shallop, leaving the port to be defended by his men, and embarking, set sail for Boston to solicit aid from the English of that colony. Madam LaTour was his only companion on that memorable midnight blockade-running expedition, and she was well worthy to be the companion of so daring a spirit, in any adventure,--possessing a courage as high as his own, and an aptitude for command such as few, even of men, possess. They boarded the *Clement*, which immediately set sail for Boston. They were favored with a fair

wind, and made a rapid passage. At sea they met a boat from Boston, out of which they took a pilot, leaving a Frenchman to supply his place.

The appearance of the *Clement* in Boston was sudden and unexpected, and filled the citizens of that young town with much consternation. Some time before, from motives of economy, the fortifications had been allowed to take care of themselves; and although the cannon still frowned from the battlements, there were no men behind them. LaTour's ship consequently passed in without a challenge, and had he been so disposed, he could speedily have laid Boston in ashes. His, however, was a pacific mission, and such an act of vengeance would not have recompensed him in any measure for the defeat of his plans against D'Aulnay. The Governor of Massachusetts at that time was John Winthrop, a man eminent among the Puritans of that period for his rare sagacity, his patriotism, and his piety. He indeed was not entirely free from those marked peculiarities which make the character of the Puritans obnoxious to many people of the present day; but making all allowances for faults of country and education, he was such a man as his fellow colonists were justly proud to honor. To him LaTour went, stated his difficulties, and asked for assistance from the people of Boston against his enemy D'Aulnay. Winthrop, although prepossessed in LaTour's favor, would probably not have been disposed to give him any countenance but for one circumstance, which is curious, as illustrating the manner in which the Government of France was managed at that period. The Captain of the *Clement* produced a letter, under the hand of the Vice-Admiral of France, by which permission was given to bring out supplies and ammunition for him, in the *Clement;* and in this letter LaTour was styled "The King's Lieutenant General in Acadia." He also produced a letter from the agent of the Company of

New France addressed to LaTour, informing him of the attempts which Charnisay was making against him, and advising him to have a care for his own safety. In this letter LaTour was called "Lieutenant General for the King," although his commission as such had been revoked more than two years before, and he was under the ban of the Court for disobedience and contempt of the edicts of the King. This recognition by the authorities of France disposed Winthrop to believe that LaTour might be in the right in his quarrel with D'Aulnay, and he called together such of the magistrates as were in Boston to consult as to what was to be done to assist him.

It is not necessary to enter minutely into the proceedings of this convocation, which met two or three times before the business was disposed of. The Old Testament was searched for precedents, as to whether it was right or wrong to aid this Frenchman, who was not a Protestant. The upshot of the affair was, that although the authorities felt themselves restrained from granting active aid to LaTour by an agreement they had made with the other colonies, not to enter on acts of hostility without their concurrence and co-operation, still, they gave him permission to enlist such men as were disposed to go with him, and to hire such ships as he might require. This decision was not arrived at without much discussion and remonstrance from many of the leading magistrates, which, together with Governor Winthrop's answer, are preserved in Hazard's State Papers. LaTour had no difficulty in hiring ships and men in Boston, for, in Edward Gibbons and Thomas Hawkins he had two powerful friends, and they were sufficiently connected with him in business transactions to have a strong desire to see D'Aulnay defeated.

From them he hired four armed vessels, the ships *Soubridge*, *Philip and Mary*, *Increase*, and *Greyhound*, which

were supplied with fifty-two men and thirty-eight cannon. In addition to this force, he enlisted ninety-two soldiers, so that he had soon such a flotilla as placed him on an equal footing with his rival. The agreement between LaTour and Gibbons is a remarkable document, and is also preserved in Hazard's State Papers. The terms on which the ships were hired do not seem to have contemplated their participation in any offensive operations. They were required to go as near LaTour's fort as they could conveniently ride at anchor, and to join with the *Clement* in the defence of themselves and of LaTour against Charnisay's forces, in case they should unjustly assault or oppose LaTour on his way to his fort. Any further assistance was to be a matter of mutual agreement between LaTour and the agent of the owners of the ships, who was to accompany the expedition.

On the 14th of July, 1643, all preparations were complete, and LaTour set sail with his fleet for St. John, parting on the best of terms with the chief men of the town, who accompanied him to his boat. When they reached St. John they found D'Aulnay's vessels still at anchor by Partridge Island, and the fort still safe. As soon as this hostile fleet was seen bearing down upon them, D'Aulnay's ships slipped their cables and stood right home for Port Royal, closely followed by LaTour's force. After a hard chase and a sharp running fight across the Bay, D'Aulnay ran his vessels ashore, and established his force at an old mill not far from his fort.

Captain Hawkins, who commanded the New Englanders, sent a messenger ashore with a letter, which Governor Winthrop had addressed to Charnisay. This letter was a sort of apology for the presence of the Boston people in aid of LaTour, and professed a desire to bring about a reconciliation between him and Charnisay; but the latter refused to open it because it did not address him as Lieutenant Gen-

eral for the King in Acadia. He refused to come to any terms of peace. LaTour thereupon urged Captain Hawkins to send a force ashore to attack the enemy. Hawkins refused to give any orders to his men, but signified that any who chose to go ashore with LaTour might do so. About thirty of the New Englanders took advantage of this permission, and the united force attacked Charnisay's position. Charnisay was defeated, three of his men were killed, and one prisoner was taken in the mill. LaTour had three men wounded, but the New Englanders suffered no loss. The Boston vessels then returned to Fort LaTour, which had been so suddenly freed from its perilous blockade. While they were lying there a pinnace belonging to Charnisay fell into their hands. This craft was laden with four hundred moose and four hundred beaver skins, and was therefore a valuable prize. This booty was divided between the crews of the Boston vessels and LaTour, for Captain Hawkins, although unwilling to fight against the enemies of LaTour, was quite ready to rob them when it could be done without danger.

After this reverse, D'Aulnay, defeated but not subdued, went to France to collect a stronger force for the capture of his enemy's stronghold, saying that he would return with such an armament as would effect his purpose. LaTour, in the mean time, dismissed his Boston auxiliaries, and went home. Thus ended the first siege of Fort LaTour.

On the 20th of August, 1643, LaTour's New England auxiliaries, fresh from the defeat of D'Aulnay, returned to Boston, and Winthrop,—who was still Governor of Massachusetts,—states that the report of their doings in Acadia was "offensive and grievous" to the people of Boston, for the original intention of the expedition had been ostensibly only to enable LaTour to return to his fort in safety, whereas they had joined in the pursuit of D'Aulnay to his own

stronghold, assisted in defeating him, and aided in the plundering of his vessels. One interesting fact, which is to be found in Winthrop's account of their proceedings, is, that one of the vessels went up the St. John river twenty leagues, and loaded with coal. This distance up the St. John would about reach Upper Gagetown, so that it is very probable that the coal which they found was at Grand Lake, which is a little over twenty leagues. This was certainly the first coal field discovered in New Brunswick, and probably the first on the whole American continent.

D'Aulnay, after his defeat, went to France to obtain a stronger force to destroy LaTour and his fort, while LaTour was employed in endeavoring to strengthen himself with the people of New England, so that he might count on them for assistance when it was needed. He was well aware, however, that neither his religion or his nationality gave him any special claim on their favor, and he wisely determined to make their interests identical with his by creating a vigorous trade which might be profitable to both.

LaTour spent much of his time in Boston, and spared no pains to make himself popular there. The extent of the trade which was carried on at that time between LaTour and the people of Boston is well illustrated in the pages of Winthrop, and from him we learn that the first ship ever built in Boston, the *Trial*, after a voyage to Malaga, was sent to trade with LaTour. This was in the days of the Long Parliament, before Charles Stuart perished on the block at Whitehall.

Lady LaTour went to England about the close of 1643 to buy supplies for her husband's fort. She there chartered a ship from Alderman Berkerley to bring out her goods to St. John, and embarked herself in the same vessel. The Captain, whose name was Bayley, instead of bringing his cargo direct to the fort, where it was urgently required,

spent all of the spring and most of the summer of 1644 in trading along the coast of Nova Scotia, so that they were nearly six months on their way from Europe; and instead of going to St. John with his cargo, he brought it to Boston, where he arrived in September. Off Cape Sable, the ship was boarded by D'Aulnay, but Lady LaTour was concealed, and the vessel was allowed to pass unmolested. As soon as they arrived in Boston, Lady LaTour commenced an action against the parties for delaying the voyage, and recovered two thousand pounds in damages, upon which she took the ship in execution.

The result of LaTour's attempts to enlist the people of New England on his side had been partially successful. Although the magistrates had several times met to consider the case, the conclusion they had arrived at, so far from being satisfactory, had more the appearance of an attempt to avoid responsibility than of an honest wish to help him against his rival. The narrow view they took of the case will be best seen by reference to Winthrop's own words:

"When they were met, the Governor propounded the case to them, and it was brought to the two former questions: 1st, Whether it was lawful for true Christians to aid an anti-Christian? 2nd, Whether it were safe in point of prudence? After much disputation, some of the magistrates and elders remaining unsatisfied, and the rest not willing to conclude anything in this case without full consent, a third way was propounded, which was, that a letter should be sent to D'Aulnay."

The greater part of this letter was taken up with apologies for the interference of some of their people between D'Aulnay and LaTour; the only paragraph in it which seemed to be of any benefit to the latter being one which stated that they would maintain their merchants in trade with him. In answer to this, D'Aulnay sent a boat and crew of ten men, with his representative M. Marie, whom the

Boston people strongly suspected to be a Friar. This man brought a commission, under the seal of the King of France, showing that the proceedings against LaTour were verified, and on behalf of D'Aulnay requested the magistrates of Boston to aid him against LaTour. They proposed a reconciliation between the rivals, to which M. Marie answered:

"That if LaTour would submit, he would assure him of his life and liberty; but if he were taken, he were sure to lose his head in France; and for his Lady, she was known to be the cause of his contempt and rebellion, and therefore they could not let her go to him; but if we would send her in any of our vessels he (D'Aulnay) must take her."

The above is in Winthrop's own words. The result of the negotiation between the two parties was, that a treaty of peace was concluded, by which they mutually agreed to abstain from hostile acts against each other,—an understanding which effectually cut off LaTour from all hope from New England, and threw him at once upon his own resources.

While these matters were being concluded LaTour was in Boston, and D'Aulnay, like a hungry vulture, hovering off Penobscot with his vessels, to prevent his return to St. John. Fortune and his own native sagacity enabled him to elude his formidable adversary, against whose fleet he had no force powerful enough to contend. Setting sail from Boston in his vessel, which was laden with provisions for his fort, and in company with a ship from New England similarly freighted, he passed with a fair wind to a fort near Penobscot. Then, when an adverse gale sprang up, and he knew that D'Aulnay would make for a harbour, he put to sea and stood home for St. John, where he arrived safely. Meanwhile, Lady LaTour arrived in Boston and commenced her suit against Alderman Berkerley's vessel. When that business was concluded, and a verdict of two thousand pounds found in her favor, her difficulties were far from being at an end, for all her stores were still in Boston, and D'Aulnay—

who hated her even more than he did LaTour—was waiting in the Bay with a fleet to intercept her. This heroic lady had, fortunately, a mind equal to almost any emergency. Instead of giving up in despair, as a feebler nature would have done, she made vigorous preparations for contesting the sovereignty of the Acadian seas with D'Aulnay. Hiring three ships at enormous expense, she armed them, placed her stores on board, and set sail for St. John. Even D'Aulnay, bold as he was, did not choose to risk an encounter with so formidable an adversary, and she passed to her destination without being molested.

On her return, she seems to have found LaTour absent on a trading voyage in the Bay, and in the fort two or three Friars and other parties, whom she had reason to suspect had been bribed by D'Aulnay to betray the place. These men she summarily ejected from the fort, and they soon confirmed her worst suspicions. Making their way to D'Aulnay with all haste, they told him of the weak state of the garrison, which consisted of only fifty men, of LaTour's absence, of the scarcity of powder in the fort, and what little there was had been damaged. Relying on these representations, he hastened to attack Fort LaTour; and making no long parley, ran his ship up the harbour, and moored her close to the fort, which he proceeded to attack with his cannon. A brief, but bloody contest ensued. Lady LaTour, by her heroic example, inspired the garrison with fortitude equal to her own, and the guns were served so well, that D'Aulnay's vessel was frightfully shattered in the contest. He cut cable and attempted to retreat, but the east wind which had carried him up the harbour, prevented his return. At last, to save his ship from sinking, he was forced to tow her round behind a point below the fort and run her ashore, after losing thirty-three of his men, twenty killed and thirteen wounded. This repulse took place in February, 1645.

CHAPTER III.

D'Aulnay obtains possession of Fort LaTour; Death of Lady LaTour; Death of D'Aulnay; LaTour marries D'Aulnay's widow; LaTour by his marriage regains possession of his fort; Fort LaTour taken by the English; LaTour retires into private life; Death of LaTour.

D'AULNAY, though he had met with a bloody repulse, gathered all the forces he could muster, and in the following April 13th, again appeared before Fort LaTour. Disembarking his men, he proceeded to attack it from the land side, and for three days was kept at bay by Lady LaTour and her little garrison of fifty men. But, on the morning of Easter Sunday, when the garrison were engaged in their devotions, a Swiss sentry permitted the forces of D'Aulnay to approach without giving the alarm, and they were scaling the wall of the fort before the garrison were aware of their attack. Lady LaTour, at the head of her men, opposed the assault of the besiegers, and defended the place so vigorously that D'Aulnay—twelve of whose men were killed and many wounded—fearing a repulse, proposed honorable terms of capitulation, which she accepted. But, no sooner did he obtain possession of the place, than he caused the whole of the garrison to be hung, and so illtreated Lady LaTour that she died three weeks afterwards, leaving a young child who was sent to France in care of a nurse.* The subsequent fate of this child is unknown, it certainly never returned to Acadia, and the only child of LaTour's first wife who settled there was Jeanne LaTour, who married Martin D'Aprendistigue, and was residing with her husband on the St. John River when M. D'Mealess' census was taken

* For the pedigree of LaTour, see Appendix C.

in 1686, being then sixty years of age. Lady LaTour must therefore have been twenty years married at the time of her death. The census does not mention any children of the daughter of LaTour, so this branch of the family is probably extinct. The date of the capture of Fort LaTour is to be found in a document signed by the Commissioners of the United Colonies dated September 2nd, 1645, which states that Fort LaTour was then in D'Aulnay's possession. This document is in Hazard's State Papers, Vol. 2, page 52. Governor Winthrop, of Boston, states that LaTour valued his jewels, plate, household ordnance and other moveables, lost by the capture of his fort, at ten thousand pounds.

D'Aulnay does not appear to have taken any pains to occupy the fort, the destruction of which he had toiled so many years to bring about. It is a matter of conjecture whether he kept a garrison at Fort LaTour or not, but it is certain he never resided there himself. No doubt D'Aulnay prosecuted the fur trade of the St. John, which was the probable cause of the quarrels between himself and LaTour. LaTour remained in Boston until July 25th, 1645, when he embarked for Newfoundland in a fishing vessel. His object in going there was to obtain aid from Sir David Kirkt, the Governor, to enable him to recover his fort from D'Aulnay. Sir David entertained him courteously, and made large promises of assistance, which however did not amount to anything. LaTour, finding that nothing was likely to come of them, returned to Boston before the winter set in, and resided for some time with Mr. Samuel Maverick at Nottle's Island. At length, some merchants of Boston fitted him out with a pinnace, and with trading commodities to the value of four hundred pounds, for the purpose of making a voyage eastward. When they reached Cape Sable, according to the account of the English sailors who were in the vessel, he conspired with the master and his own French-

men—they being five in all—overpowered the other five English sailors, and forced them out of the vessel, he himself shooting one of them in the face with a pistol, and carried off the vessel and cargo.

There is little to record of Fort LaTour or of New Brunswick for some years after D'Aulnay's capture of that stronghold. In 1650, while D'Aulnay was in the very zenith of his fortunes and in the prime of life, he was drowned in the River of Port Royal, near his fortress. He left behind him a widow and seven children, all of whom went to France. As far as can be discovered, there is not one of his descendants to be found in Acadia at the present day. All his sons were slain in the service of the King.

In 1647 some of the ancient inhabitants of Port Royal signed a memorial addressed to the King, in which it is stated that D'Aulnay caused to be built in Acadia three forts, the first at Pentagoet, the second at the River St. John, and the third at Port Royal, and that he had built at the latter place a wind mill, a water mill, five pinnaces, several shallops, and two small vessels of about seventy tons each. What fort at St. John was built by D'Aulnay it is impossible now to say, and it may be that these worthy ancients were in error in regard to the matter. There is a bare possibility that the Jemseg fort is the one intended. D'Aulnay is described by his contemporaries as being hard and haughty, and as having discouraged the settlement of colonists in Acadia, treating those under him in the condition of slaves. LaTour, on the contrary, is described as making friends among all classes, French, Indians, and English.

No sooner was D'Aulnay dead, than LaTour emerged from the obscurity in which he had been for some years, and reappeared in Acadia. Making his way to France, he succeeded in obtaining an acquittal of all the charges which had been brought against him by D'Aulnay in his life time, and

on the 20th of February, 1651, received from the King a new Commission as Governor of Acadia. This document recites that LaTour had been for forty-two years devoutly and usefully employed in Acadia, in the conversion of the savages to the Christian religion, and the establishment of the King's authority; that he had built two forts in Acadia, and by his courage and valor driven the foreign sectaries from the said forts, and would have continued to do so had he not been hindered by D'Aulnay, who favored his enemies in accusations and pretensions which they had not been able to verify, and of which the said St. Etienne had been absolved. This Commission also gave to LaTour the power to appoint officers in Acadia, make laws, and make peace or war. It also gave him all the mines, and an exclusive monopoly of the fur trade. It will thus be seen that LaTour had effectually retrieved himself from all his political misfortunes, and loaded the memory of his deceased rival with reproach and contempt, as a fabricator of groundless accusations. He next proceeded to make a treaty with Jeanne Motin, widow of D'Aulnay, by which she restored to him the fort at St. John and the adjacent territory. Madame D'Aulnay seems to have been under some apprehension of losing the whole of her Acadian possessions, and to prevent this had recourse to the Duke of Vendome, Grand Master and Superintendent of the Navigation of France. An agreement was entered into by which she and the Duke were to be co-Seigneurs of the lands and countries of Acadia. This agreement states that several persons, among whom LaTour was named, were usurping her territory, and the intervention of so powerful a nobleman and officer of State seemed to have been thought necessary to guard her territory from spoliation. The time was however near when LaTour was no longer to be regarded as an enemy. In February, 1653, LaTour and D'Aulnay's widow were married at Port Royal,

thus ending the feud which had been waged so many years between the two houses, and which had been carried on with so much ardor by both the contesting parties. The marriage contract is still in existence, and is a very long and carefully worded document. The large territorial possessions which were being amalgamated into one house, made it necessary to observe such pretensions, and one clause reserves to the lady the right to have the children by her former marriage reside with her. It also states that the principal and design of the marriage was "the peace and tranquility of the country, and concord and union between the two families." We thus find LaTour the master of nearly the whole of Acadia, without a rival, exercising supreme authority as Governor over that vast domain.

D'Aulnay, in the course of the prosecution of his warlike enterprises against LaTour, had found it necessary to borrow large sums of money for the purchase of supplies, vessels, and the payment of his soldiers' and seamen's wages. In this way he became indebted to Emanuel Le Borgue, a merchant of Rochelle, in the sum of 260,000 livres, equal to $52,000 of our currency. LeBorgue had obtained judgment against D'Aulnay for the amount of this debt, and finding no property of his debtor in France to satisfy his claim, he seems to have resolved to go to Acadia in 1654, and at once proceeded to carry this idea into effect. The eastern part of New Brunswick and Nova Scotia, extending along the Gulf of St. Lawrence and the Straits of Northumberland, was then under the command of Nicholas Denys, Sieur de Fronsac, who had come to Acadia with De Razilly in 1632. In 1636 he had been appointed Governor of that part of Acadia, and had two settlements, one at Guysboro', N. S., and the other at St. Peter's, Cape Breton. Le Borgue resolved to dislodge both Denys and LaTour, and to enter himself into possession of the vast domain they governed.

Denys was the first to feel his hand. He attacked his fort and settlement at Cape Breton in the absence of Denys, and destroyed it. Denys himself was shortly afterwards captured and brought to Port Royal, where he was heavily ironed and confined in a wretched dungeon. Hearing that LaTour was short of provisions, Le Borgue began to make preparations for attacking him in his fort at St. John, when a new enemy appeared on the scene, who speedily disposed of his claims to the dominion of Acadia. This new force was a fleet which had been sent out from England by the Lord Protector Oliver Cromwell, to attack the Dutch settlements in America. When they arrived at Boston, peace had been concluded with the Dutch, and this part of the enterprise was abandoned. But previous to leaving England, they had received instructions to act against the possessions of the French in America, after the Dutch had been disposed of. Accordingly, preparations were made in Boston for the new enterprise, the people of that town being always eager for any safe deed of spoliation against their heretical neighbors to the eastward.

LaTour was quite unprepared for an attack by a formidable fleet, for, besides being weakly manned, his fort was short of provisions. So, as soon as the English made their appearance before it, he made up his mind that it was impossible to make a successful resistance. This however did not prevent him from throwing all the obstacles possible in the way of his assailants; but neither history nor tradition furnishes any reliable account of the events of the siege. The English force consisted of four ships fully armed, with five hundred men enlisted in New England, under the command of Major Robert Sedgewick of Charlestown, and Captain John Leverett of Boston. Against such a force, it was clear that LaTour's small means of resistance would avail

but little, and his fort very speedily fell into the hands of the English, and the whole of Acadia shortly followed.

There is nothing to show that the capture of LaTour's fort forced him to change his residence; on the contrary, everything tends to create the belief that he still continued to reside at the mouth of the St. John. In 1656 he received from Cromwell, in connection with Thomas Temple and William Crowne, a grant of Acadia which confirmed him in the possession of his old residence, and enabled him to prosecute his business of the fur trade at St. John as he had done formerly. The grant of such a fine territory to a foreigner seems a remarkable stroke of fortune, and must have been brought about by a liberal exertion of LaTour's faculty of persuasion. The remainder of his history is uneventful and easily told. For ten years more he resided on that spot he loved so well, for the possession of which he had endured so many contests, undertaken so many voyages to France, and spent so much of his means. To the end, he retained possession of the estate originally granted to his father by Sir William Alexander at the mouth of the St. John.

In 1657 LaTour sold out his rights in Acadia to Temple and Crowne, and retired into private life, leaving to other shoulders the burthen of an authority which he had borne so long. No doubt he was sagacious enough to foresee that serious disputes were certain to arise between England and France with regard to the possession of Acadia.

In 1666 Charles St. Etienne De LaTour breathed his last, at the age of seventy-four; but even at this advanced age he was not cut off by feebleness or disease, but was drowned. Thus, by a strange coincidence, meeting the same fate which had overtaken his rival D'Aulnay sixteen years before. He had passed the number of years allotted to man,—three score years and ten,—and after years of much hardship, and after suffering many changes of fortune,

he had enjoyed a period of prosperous tranquility in his declining years. "He died and was buried in that beloved Acadia which had been his home from his boyhood." Whatever may have been his faults, let us award "honor to whom honor is due," and his memory certainly deserves to be honored, for—aside from the fact that he was the first white man that ever made any permanent settlement where the City of St. John now stands—the sufferings, trials, hardships and misfortunes which he underwent would have broken the spirit of many a man of no mean powers. The story of the siege and capture of his fort, and its gallant defence, will be remembered as long as "the sons and daughters of this new Acadia shall continue to take an interest in their country's early history."*

* Hannay's History of Acadia.

CHAPTER IV.

Treaty of Breda; Fort LaTour strengthened and improved; Capture of Port Royal by the British; A new fort built at the mouth of the Nashwaak; Fort Nashwaak attacked by the English; Attack unsuccessful; Death of Villebon; The fort at St. John abandoned; Treaty of Utrecht; A garrison of thirty men sent from Quebec to occupy the old fort at St. John; Capture of Fort Beausejour; Exile of the Acadians; Fort LaTour again captured by the British, and its name changed to Fort Frederick; James Simonds visits St. John; First survey of St. John Harbour; Messrs. White, Simonds, and Peabody, settle at St. John; Israel Perley sent to explore the River St. John; All the troops but a corporal and four men withdrawn from Fort Frederick; First attempt at ship building at St. John; The ship burnt by the Indians; Trade and shipping of St. John prior to 1883.

BY the treaty of Breda* in 1667, Charles II. restored Acadia to Louis XIV. M. Morillon de Bourg was sent to take possession. The French then claimed that Acadia included not only the peninsula, but also the country between the Bay of Fundy and the River Saint Lawrence, and west to the Kennebec River. Sir Thomas Temple memorialized the King, and argued that Acadia was only a small part of that extensive territory called Nova Scotia, and that his forts of Penobscot, St. John, Cape la Vere and Cape Sable were in Nova Scotia, and consequently were not included in the session of Acadia. It was not till three years after the signing of the treaty that the King sent positive commands for the surrender of the forts. On July 1st, 1670, Temple ordered his officers to deliver them into the hands of Chevalier de Grand Fontaine, and Charles II. promised

* Archer's History of Canada, page 108.

Sir Thomas £1,600 for his losses. The money, it is said, was never paid to him. After Acadia was restored to the French by the treaty of Breda, it was very much neglected. It then became a French province, with Royal Governors. The first Governor, under the new order of things, was the Chevalier de Grand Fontaine, who resided most of the time at the River Saint John. He strengthened and improved Fort LaTour, bringing cannon to it from the fort at Jemseg, which for the time seems to have been abandoned. There were at that time in all Acadia less than four hundred souls, as appears by an actual census of the inhabitants taken in the year 1671. Only two forts were then maintained in Acadia, that at Pentagoet, where the Chevalier de Grand Fontaine resided, and Fort LaTour, where his Lieutenant, M. D. Marsom held command. Within a period of six years they were twice seized by New England adventurers, and twice restored to the French.

In 1682 M. de la Valliere was in command in Acadia, under an appointment made by Count Frontenac, the Governor of Canada. About this time the King of France granted to the Sieur Bergier of Rochelle, Gautier, Boucher and de Monts, "the lands which they shall find suitable along the coast of Acadia and the River St. John" for the establishment of the shore fishery. Bergier came to Acadia and proceeded to organize fishing establishments on its coasts, but he found his operations constantly impeded by the English, who had been fishing on these coasts for years, and were not to be restrained. La Valliere, the Commandant, who resided at St. John, was openly accused of being in league with these enemies of his country, and it was stated in memorials written to the French Government of that day that he had licensed the English vessels to fish on the coasts of Acadia for money payment. Whether these accusations were correct or not, it is certain that the difference between

Bergier and La Valliere continued to increase in violence; and finally the latter, with something like piratical violence, seized several of Bergier's vessels, and confiscated their cargoes of fish and hides. In 1684 La Valliere was removed from the Governorship of Acadia, and was succeeded by M. Perrot, who was in his turn succeeded in 1687 by M. de Menneval.

For some years prior to 1690 Port Royal, now Annapolis, had been the seat of Government in Acadia, but in that year it was captured by Sir William Phips, and its Governor and garrison taken as prisoners to Boston. When Villebon, who came to take Menneval's place as Governor, arrived at Port Royal, he found it in a ruinous condition, and he at once decided to remove the seat of Government to the River St. John to the fort at Jemseg which had been formerly occupied by Grand Fontaine. At this period, pirates were abundant on the coast of Acadia, and one of these corsairs landed at Port Royal and committed many depredations. They then crossed to Saint John and captured the vessel in which Villebon had come from France, which was lying in this harbour, Villebon being then up the River Saint John. It was probably its liability to insult and attack by piratical vessels that caused Villebon to occupy the fort at Jemseg, rather than Fort LaTour at this period. Jemseg, however, proved in every way unsuitable for a garrison, having originally been intended merely for a trading post, and Villebon shortly left it and proceeded to build a palisaded fort at the mouth of the Nashwaak, a tributary of the St. John, which enters it opposite to where the City of Fredericton now stands. The rise of this new fortification was deemed by the English colonists an insult and a menace; for, in 1692, Sir William Phips sent a ship of forty-eight guns and two brigantines with eighty soldiers on board to capture it. Villebon however was on the alert, and without waiting to be attacked

sent a detachment to the mouth of the river to watch the enemy, who were so much disconcerted at the appearance of the French on the alert, that they returned without attempting to make any attack. At this period several French war vessels were kept cruising on the coast of Acadia, partly to keep the pirates who infested its shores at a respectful distance, and partly to attack and destroy the fishing and trading vessels of the English colonists. The harbour of St. John became a sort of depôt for these captured vessels and their cargoes. At the same time, Fort Nashwaak on the St. John was the focus of those intrigues against the peace and prosperity of the settlements of New England, which kept its border towns in a state of warfare and often of ruin for so many years. It was from Fort Nashwaak that one expedition after another went forth, composed of blood-thirsty and treacherous savages, and headed generally by Frenchmen, to murder and destroy in the settlements of New Hampshire and Maine. Hundreds of English colonists were slain in these bloody encounters, and many captured; and the fort at the St. John finally came to be looked upon as the cause of all these disasters, so that a very natural desire arose in the hearts of all the people of New England to destroy it. This desire was hardened into a firm resolve by an event which happened in August, 1696,—the capture of Fort William Henry at Pemaquid by a force of French and English from St. John. This fort was almost new, built of stone, and had cost the Province of Massachusetts more than twenty thousand pounds. Its capture was too gross an insult to be borne. It was determined by the people of Boston that the French should be driven from the River St. John; and to aggravate the matter still more, two ships of the French expedition, the *Profond* and *Enviett*, had been attacked off the harbour of St. John by three English vessels, the *Sorling*, *Newport*, and *Province* galley. One of the lat-

ter, the *Newport*, was captured, and the others put to flight. The *Newport* was carried into St. John. The English expedition to capture Fort Nashwaak was placed under the command of Benjamin Church, who had won distinction in King Philip's wars. Between four hundred and five hundred men were put under his command, and he sailed from Piscataqua late in August, his force, which included some Indians, being disposed in several small vessels and boats. Instead of steering straight for Fort Nashwaak, Church proceeded up the Bay to Chignecto, where he remained nine days, killing cattle, burning down the houses and destroying the crops of the unfortunate Acadians: he did not even spare the church, but burnt it also. He then returned to St. John, where his chief exploit was frightening some workmen who were rebuilding the fort at the mouth of the river, and capturing twelve cannon that the French had buried in the beach. He then sailed for Passamaquoddy, where he was met by Colonel Hathorne, who had brought a reinforcement of twelve vessels, and taking command of the expedition, bade Church return to aid him in an attack on Fort Nashwaak. Villebon, who had a guard at the mouth of the St. John, was early informed of Hathorne's approach, and strengthened his garrison by calling in the Frenchmen who lived further down the river. Father Simon, the Recollet Missionary who dwelt at Aucpaque, also came into the fort at the head of thirty-six Indian warriors, and when the English made their appearance before the fort on the morning of the 18th of October, the French commander was fully prepared to receive them. After a cannonade which lasted two days, the siege was abandoned in a precipitous manner, and the English force withdrew from the river, having lost a considerable number of men. The cause of this action is said to have been the want of tents to shelter the troops, who suffered greatly from the cold. Fort Nashwaak was

This map is from Lescarbot's "Historie de la Nouvelle France," published in Paris, 1866. It shows the territory of the different tribes of Indians mentioned in this work.

strengthened during the winter, in anticipation of another attack in the spring, but Villebon had resolved to remove his head quarters to Fort LaTour at the mouth of the river. In 1697 he organized an Indian expedition against the English settlements of Maine, and kept his men busy in rebuilding the fort at the mouth of the St. John. For the next two years no events of any importance transpired in Acadia. The occasional appearance of a pirate on its shores was about the only excitement that the inhabitants had to relieve the monotony of their life.

In July, 1700, Villebon died and was buried at St. John, and Villieu took the command of Acadia until June, 1701, when Brouillan, who had been sent out as Governor, arrived. This Commander resolved to abandon the fort and establishment at St. John, on which so much labor and money had been expended,—an act of folly to which the subsequent loss of Acadia to the French may be largely attributed. He caused the fortifications to be razed, demolished the houses, and carried away the guns and everything else of a portable character to Port Royal. "St. John was left as deserted and desolate as it had been nearly a century before, previous to the arrival of Champlain. A deep silence fell upon the place, which was unbroken for thirty years. The Indian might wander among the ruins of a fort which had been abandoned to his care, or left to be converted into a hiding place for the wild beasts of the forest, and wonder at the folly of the white man who had forsaken the finest river in all Acadia for the hunter, the woodsman, the fisherman, or the farmer." The persistent attempts made by the French to build a great town at Port Royal, and the steady neglect of the advantages of St. John, where nature had obviously intended that a great city should be erected, are things which might well excite our surprise, for during the whole French occupation of Acadia, St. John never progressed a single step

towards its present condition. They had built fortifications here indeed, and filled them with soldiers, but there were no private settlers at the mouth of the river, and no attempt to establish any trade at St. John was ever seriously made in their time. The only article exported during the French period, besides the skins of wild animals,—if we except pines for masts for the French navy,—being limestone, which at an early date was taken from St. John in considerable quantities to Port Royal. All the energies of the French people for more than a century were directed to the building up of settlements at Port Royal, Minas, and Chignecto.

The very vastness and solitary grandeur of the St. John seems to have frightened private settlers away, and the Government of France seems to have given such persons no encouragement to settle here.

Although by the treaty of Utrecht, Acadia was ceded to the English Crown, the French contended that the name only covered the peninsula of Nova Scotia, and that therefore the St. John still belonged to them. This claim was made officially, in a letter written in 1718 by the Marquis de Vaudreuil, the Governor of Canada, to John Boucett, Lieutenant Governor of Annapolis Royal.

In 1749, after the close of the war between France and England which arose out of the violation of the Prugmatic Sanction by Frederick the Great, Colonel John Gorham was sent to the River St. John with a force, to exact submission from the French inhabitants there. His troops on landing were fired on by the Indians, or by the French, it is not very clear which. Two Indians, who do not appear to have been concerned in the attack on the English, but who rather seem to have strayed into their camp, were seized by Gorham and detained as hostages. This act provoked a correspondence between the Count Gallissionliere, the Governor of Canada, and the British authorities, in which the old question with

regard to the ownership of the St. John, which had been in abeyance for many years, was revived. The result of these conflicting claims was a determination on the part of the French Government to occupy the territory in dispute with an armed force.

Accordingly, in the summer of 1749 a French officer named Boisherbert was sent down from Quebec with thirty men, to occupy the old fort at the mouth of the River Saint John. Once more the flag of France waved over its ruined bastions which had been deserted for nearly half a century, and the tramp of armed men was heard within its walls. The English Governor at Halifax ordered Captain Rous to go to St. John and order the French to desist from erecting fortifications there. In July, 1749, he set sail from Halifax in the ship of war *Albany* to St. John, but for several days saw nothing of the French. Finally, a French schooner laden with provisions arrived and was seized by Capt. Rous, but he offered to release her on condition that the master would go up the river and bring down the French officer. Boisherbert was engaged at that time in building a small fort at the mouth of the Nerepis, on the west side of the River Saint John. The master of the schooner accordingly went up the river to find him, and on the day following the French officer made his appearance at the head of thirty troops and a hundred and fifty Indians, and planted their colors on the shore opposite to where the *Albany* was lying at anchor. Captain Rous ordered them to strike their colors, which they did after some demurring. Boisherbert produced letters from the Governor of Canada ordering him to prevent the English from settling at the St. John, on the ground that the territory belonged to France. A letter from Cornwallis, ordering him to desist from erecting forts at St. John was delivered to Boisherbert, and Captain Rous retired, taking with him as hostages several of the Indian chiefs of the River

St. John. Boisherbert afterwards wrote to Governor Cornwallis, disavowing any intention of fortifying or building at St. John, but stating that his orders were not to allow any one else to build there until the right of possession had been settled between Great Britain and France. Notwithstanding this avowal, the fort at the Nerepis—of the existence of which the English were not aware—was finished, and an officer was sent from Quebec named LeCorne, with seventy men, to take possession of the Isthmus of Chignecto. There, in the following year, the bastions of the strongest fort that had as yet been erected in Acadia arose, namely, the grim and formidable Beausejour.

For the five years following, there is very little change in the aspect of affairs in Acadia, and the French continued to build and strengthen their fortifications at Chignecto and at St. John.

At length it was determined by the British authorities at Massachusetts and at Halifax, to make an effort to dispossess them. In 1755 an expedition was organized in New England by Governor Shirley, consisting of about two thousand men, and placed under the command of Colonel Monckton. They sailed from Boston in May, in thirty-six vessels, including three frigates, and on the 2nd of June appeared off Fort Beausejour, which they attacked, and on the 16th of June it surrendered. As soon as this fort was captured, Captain Rous was sent with three twenty-gun ships and a sloop, to look into the St. John River where, it was reported, there were two French ships of thirty-six guns each. He anchored off the mouth of the river, and sent in his boat to reconnoitre, but there was no vessel in the harbour. As soon, however, as the French on shore saw them, they burst their cannon, blew up their magazine, burned everything they could belonging to the fort, and marched off.

In the same year the French inhabitants of Nova Scotia

were forcibly removed: this apparently cruel and extreme act being rendered necessary by their turbulent character, and their determination not to live peaceably under the British flag. In general, the deportation of the inhabitants was effected without much difficulty. At Grand Prè, nineteen hundred and twenty-three French, men, women and children, were peaceably removed; but at Chignecto, Shepody, and other places, resistance was offered, and large numbers of the inhabitants from these parts fled to the River St. John. Boisherbert, the French officer in command of the river, was at one time at the head of as many as fifteen hundred of these French fugitives. The French, thus reinforced, were able to hold the mouth of the River St. John, and they had a fortified post at St. Ann's, ninety miles up the river, on the site of the present City of Fredericton. The destruction of both posts, and the entire removal of the French from the river, were the objects to which the attention of the English was now directed. At all events it was clear that the fort at the mouth of the river must be reoccupied.

Accordingly, in the summer of 1758 three ships of war and two transports, with two regiments, one of Highlanders and the other of Provincial troops, were despatched from Boston to retake Fort LaTour. They landed at what is now known as Negro Town Point, and cut a road through the woods to the place where the Carleton City Hall now stands, and which was then used as a vegetable garden by the French (see plan). From there they advanced against the fort in the order of battle, and after one repulse succeeded in carrying the fort by storm. They captured nearly three hundred prisoners, and the rest of the garrison escaped across the river in boats, and finally made their way up river. Many however were killed by the shots of the attacking party: the French lost over forty men. This ended their occupation of the mouth of the River St. John, and soon

after they were driven entirely from the river, with the exception of the few families who continued to reside near St. Ann's. A block house was erected by the English at Fort Howe. Fort LaTour was also occupied and garrisoned by the English, and was re-named Fort Frederick.

In the autumn of 1759 an immense tidal-wave, six feet above the ordinary level, destroyed all the dykes and a part of Fort Frederick. At this period, Colonel Arbuthnot was in command of Fort Frederick, and its garrison consisted of about two hundred men. The Commandant was busy keeping the Indians in order and watching the French: he seems to have had rather an uneasy time of it. He succeeded in removing several hundred of the French inhabitants of the river to other places. The ramparts of the fort were raised and strengthened, and new cannon mounted on its bastions.* Some slight echo of its ancient strength and grandeur returned to the fort, and it presented a livelier appearance than it had worn for many a long year. From this time its history was monotonous enough, and differed but little from that of any garrisoned post at the present day. The soldiers soon grew tired of the monotony of life at St. John, and in the spring of 1760, in spite of all persuasion to the contrary, seventy of them openly left in one schooner, and eighty in another, to return to their homes in New England. This desertion left Arbuthnot's garrison very weak, and about this time he appears to have given up the command of Fort Frederick, for Lieutenant Tong was in command of it in July, 1760. He represented the fort at that time as being greatly in need of repairs and alterations to make it defensible.

In 1760, James Simonds, Esq. visited the River St. John with the intention of establishing a fishery at that place; but

* New Brunswick and its Scenery, by J. R. Hamilton.

the hostility of the Indians and Acadians compelled him to return to New England.*

The first hydrographic survey of St. John harbour was made in 1761.†

In 1764 Mr. Simonds was joined by Mr. James White and Captain Francis Peabody, who with a small party of fishermen, arrived at the site of the present City of St. John on the 16th of April. At that time the whole country was covered by a dense forest, and scarcely a tree had been felled where the City now stands. Shad, salmon, alewives, and other kinds of fish were then abundant, and they soon commenced a trade in fish, furs, and moose skins.

In 1761 the Governor of Massachusetts sent Israel Perley with twelve men to explore the River St. John. They found the settlements deserted, the houses burned, and all in ruin and desolation. This had been effected by a party of rangers sent from Canada after the taking of Quebec, who ravaged the country, drove off the settlers, and fired their buildings. Having spied out the nakedness of the land, this reconnoitering party returned to Boston and made their report, whereupon steps were taken to secure possession of the fertile banks of the St. John, and permanently occupy this flourishing and magnificent Province.

In this year also the Indians entered into a treaty of peace with Governor Belcher at Halifax. Father Menach, with a number of French families from Miramichi, appeared at Fort Howe, St. John, to take the oath of allegiance.

The first English settlement made on the St. John was at Maugerville. In 1766 a number of families in Massachusetts obtained from the Government a grant of a township on the St. John, and immediately removed to the above place, now known as the County of Sunbury. At different times dur-

* Gesner's History of New Brunswick. † *News*, March 27th, 1862.

ing the American revolutionary war, they were reinforced by families from New England. The first Commission of the Peace for this new settlement is dated August 11th, 1766, and the Court of Common Pleas was held in Sunbury until 1783, when Fredericton was made the seat of Government. Up to this time the above County included the whole country now known as New Brunswick.

In 1766 Ensign Jeremiah Mears was in command of Fort Frederick, which was still maintained as a post, and we find him writing to Halifax to complain of two of the settlers,—Israel Perley and Colonel Glazier,—for injury and violence to the Indians. The latter had a large grant at the mouth of the Nerepis, which is named on the plans of that day, "Glazier's Manor."

In 1768 the troops were withdrawn from Fort Frederick, except a corporal and four men, and Messrs. Simonds and White left to pursue their peaceful avocations of fishing and farming without any military protection. This measure seems to have emboldened the Indians to give trouble in a sneaking way, and in 1771 they burnt the store house and dwelling of Capt. Jadis, a retired military officer who had settled at Grimross for the purpose of trade. This act induced Governor Campbell to recommend the erection of a strong block house, properly garrisoned, "to protect a very increasing settlement on the banks of the St. John River, abounding with a most excellent soil." This block house was afterwards erected at Oromocto.

The first representative for the County of Sunbury in the Nova Scotia Assembly was Charles Morris, son of the Surveyor General of Nova Scotia, and in 1774 James Simonds was also elected a member, the County at that time being entitled to two representatives. A Court of Common Pleas had been held at Sunbury from the year 1766, so that people on the St. John had all the paraphernalia of Government,

and although they sometimes complained of the Indians, seem to have increased and multiplied.

The first attempt at ship-building in the harbour of St. John was made by Mr. Simonds in the summer of 1775. Mr. Simonds was at that early period doing quite a large trading business, and in order to extend his operations, made his arrangements for the construction of a vessel suitable for foreign voyages. His workmen were brought from Massachusetts. The foreman of the ship-yard was Mr. Jones, the progenitor of nearly all who bear that name on the banks of the River St. John. The frame of the vessel was up and partly planked, and the prospect was that she would be launched in the fall, but their anticipations were not to be realized.

Some time during the month of August, a party of "the rebels" from Machias landed on the Carleton side, burnt the old barracks that the French had left at old "Fort Neck," then crossed over to "Simonds' Point," now "York Point," and burnt Mr. Simonds' vessel on the stocks. The same party captured a brig in the harbour loaded with provisions, such as oxen, sheep, etc., intended for the British troops at Boston, and committed sundry other depredations, as they could with perfect impunity, there being no soldiers here at that time to interfere with their arrangements. Information was sent with all despatch across the Bay to the Governor, who ordered a small body of men from Port Royal (now Annapolis) to come over, but by the time the soldiers got here the rebels had all decamped. It was soon discovered, however, that a number of them were working their way down the Bay, between what is now called the Manawagonish Road and the Bay Shore. They were pursued and discovered, and so completely were they taken by surprise, that nearly the whole party were destroyed. One poor fellow had climbed into a tree, and in all probability would

have escaped, but the cracking of a branch attracted the attention of the pursuers, and as an eye-witness describes it, "they dropt him like a little carrier pigeon."

It was thought by Mr. Simonds, and those who settled in this neighborhood, that the difficulties under which the then "Colonial Colonies" were laboring, would be of short duration, and in consequence of that opinion, Mr. Jones, who wished to return to his home after the burning of the vessel, was retained by Mr. Simonds, unemployed, for a space of nearly two years, at the same rate of wages (two dollars per day); but as matters continued to grow worse from month to month without any change for the better, Mr. Jones gave up the idea of returning to the place of his birth, and took a farm near the head of Long Island, on which he lived to a good old age, and at his death left a large number of sons and daughters. No further attempt at ship-building was made in this Province until after the close of the revolutionary war and the landing of the Loyalists in 1783.

The disputes between Great Britain and her Colonies on this continent—which arose out of the attempt of the mother country to impose taxes on the latter—culminated in the year 1775 and produced bloodshed. The revolted colonists, not content with recovering the independence of their own country, were ambitious enough to attempt to reduce both Canada and Nova Scotia, and at first there seemed to be every reason to believe they would succeed. The people of Sunbury, or rather the great majority of them, were in sympathy with their kindred in New England, and before the war was over, showed their disloyalty by stronger means than mere words.

Next season, the rebels induced the Indians to join them, and the Chiefs of the tribes on the St. John entered into a special contract at Boston to aid their cause and destroy the British. No less than six hundred warriors assembled near

the Gemsec with hostile intention: the inhabitants of Maugerville, being therefore placed in a most perilous position, took refuge in their little fort at Oromocto. The few families at St. John—who were joined by Mr. William Hazen about this time—were also in imminent danger of being murdered.

On the 24th of September, 1777, Mr. Michael Franklin, the Indian Commissioner, made a treaty with the Mallicites and Micmacs at Fort Howe, St. John, and succeeded in obtaining the treaty the Indian Chiefs had made and signed at Boston. Messrs. White and Simonds, who were also engaged in the work of reconciliation, were captured by the Indians, and had nearly perished before they were liberated. So faithless were the Indians, that they assembled again in 1779, and they were not appeased until they had received promises of large presents. In the Appendix will be found Mr. Franklin's letter to the Indian Chiefs, and the invoice of the goods sent, which are quite interesting. This was the last attempt at an Indian war.

The post at Fort Howe was held by a small force under the command of Captain Studholm. He commenced the export of masts from St. John for the use of the Navy, and the first cargo of these arrived at Halifax November 22nd, 1780. During the following winter a second cargo was got ready at St. John, consisting of upwards of two hundred sticks for masts, spars, and bowsprits, and they were shipped on board a transport in May, 1781. These operations, inconsiderable as they were, naturally drew workmen to St. John, and mark the beginning of the trade of this now busy City.

New England privateers were, however, very active on our coast at that time, and threatened to strangle the infant commerce of our port. In May, 1781, they captured a schooner belonging to Captain Sheffield, laden with goods for St. John, but she was retaken by a volunteer force from Cornwallis.

In 1782 the cutting of spars on the River Saint John went on without interruption, and the settlements continued to grow in population. In this year St. John had become a Port of Entry, James White being the first Collector of Customs. The tonnage which entered Saint John that year amounted to 144 tons, and the vessels which cleared amounted to 165 tons.

The following is a list of the vessels which entered and cleared at the port of St. John in that year (1782).

ENTERED.	TONS.
Rosanna,	17
Betsy,	10
Escape,	10
Polly,	10
Sally,	10
Lark,	18
Ranger,	12
Prosperity,	10
Unity,	10
Speedy,	7
Little Tom,	30
Total tonnage,	144

CLEARED.	TONS.
Rosanna,	17
Peggy,	8
Betsy,	10
Escape,	10
Polly,	10
Sally,	10
Lark,	18
Ranger,	12
Prosperity,	10
Unity,	10
Little Tom,	30
Monaguash,	30
Total tonnage,	165

7

Such was the shipping of Saint John a century ago. A tolerably correct idea of the state of the settlements on the St. John River at the close of this year, may be gathered from a letter written by Amos Botsford, an agent for the Loyalists, who had been examining the country with a view to settlement. He says, the inhabitants of the St. John River are "computed to be near a thousand men able to bear arms." He says also, "The settlers are chiefly poor people who come here and get their living easily. They cut down the trees, burn the tops, put in a crop of wheat or Indian corn which yields a plentiful increase. These intervals would make the finest meadows. The uplands produce wheat both of the summer and winter kinds, as well as Indian corn. Here are some wealthy farmers, having flocks of cattle. The greater part of the people, except the township of Maugerville, are tenants, or seated on the bank without leave or license, merely to get their living."

CHAPTER V.

Landing of the Loyalists; Laying out the City; Building a place of worship; "Old Coffee House;" First children born; The Presbyterians make preparations to build a church; First Great Fire; Reception of Governor Carleton; His Council; The first Trials; New Brunswick; St. John incorporated by Royal Charter; Civic Officers; First weekly Paper published in New Brunswick; Navigation of the St. John River commenced; Shipping; "A Negro Boy for sale;" First meeting of the General Assembly of N. B.; One of the early School Teachers; Precautions taken against Fire; The burning of Benedict Arnold's store; Trinity Church; The "Wind Mill;" St. Andrew's Society; The Royal Arms; Preparations against Invasion; Visit of the Duke of Kent to N. B.; Fear of the French; Boundary Commission; The People of N. B. contribute £3,085 stg. to the military chest.

ON the 21st January, 1783, a treaty of peace was signed between Great Britain, France, and Spain. The war thus ended, thousands of disbanded troops were removed from New England to New Brunswick. A number of Acadians who had established themselves at Fredericton were ordered to remove for the purpose of accommodating a party of discharged soldiers. These poor people, who had long been the sport of fortune, were finally settled at Madawaska, where their descendants now occupy an extensive and tolerably well cultivated district. It had been supposed that the Acadians who had been driven from Fredericton had at last found a resting place, but in the settlement of the Boundary Dispute one part of the Madawaska district had been assigned to the British, and the other to the United States, and the divisional line has placed the same people under two different Governments.

On the 18th of May, 1783, there landed on what was then bare rocks and rugged cliffs, a devoted band of men and women from the United States, who, to retain their allegiance to the British Crown, sacrificed their possessions, and sought a home in the nearest British territory. This they found at the mouth of the River Saint John, and there they founded the City of that name. They have rightly ever since been known by the honorable name of Loyalists. Being possessed of much energy of will and force of character, they at once commenced to clear the wooded cliffs, and build for themselves habitations.

The first ship load of Loyalists arrived at St. John on the 10th of May. Twenty vessels arrived between the 10th and 18th of May. The names of the vessels were—

The	Camel, ...	Capt. Tinker.
"	Union, ...	" Wilson.
"	Aurora, ...	" Jackson.
"	Hope, ...	" Peacock.
"	Otter, ...	" Burns.
"	Spencer, ...	
"	Emmett, ...	" Reed.
"	Thames, ...	
"	Spring, ...	" Cadfish.
"	Bridgewater, ...	
"	Favourite, ...	" Ellis.
"	Ann, ...	" Clark.
"	Commerce, ...	" Strong.
"	William, ...	
"	Lord Townsend, . . .	" Hogg.
"	Sovereign, ...	" Stuart.
"	Sally, ...	" Bell.
"	Cyrus, ...	
"	Britain, ...	
"	King George, ...	

Twenty ships in all. These ships were all from New York. The spring was wet and cold, and no houses or accommodations being provided for them, the Loyalists did not land

until the 18th of May,—a day that should never be forgotten by their descendants, or by the inhabitants of the City which they founded. When the Loyalists reached St. John, civilization had made such small advances against the rugged might of nature, that, with the exception of a small clearing about Fort Howe, the whole site of the present City and of Portland, was a dense forest. The landing of the Loyalists, in most cases, was effected at the Lower Cove, near the old Sydney Market House.

At this time, the general improvement of the country commenced with extraordinary vigor. The Government offered every protection and assistance to those who had left their native homes, and sacrificed, in many instances, the ties of consanguinity and affection to their King and the British Constitution.

A few log huts were the only buildings at that time on the site of St. John, and the first care of the Loyalists was to provide shelter for themselves and their families. Just after they first landed they lived in tents, then temporary sheds were erected, and afterwards residences of a more substantial character. Most of the dwellings erected were built of logs, and the first framed house finished by the Loyalists was a place of worship. This building stood on the east side of Germain Street, between Duke and Queen Streets, on lot No. 121, now owned by Mr. Jas. McMillan. About eighteen months before the arrival of Dr. Cooke, the first Episcopal clergyman, this building, which was thirty-six by twenty-eight feet, was purchased for a church, but owing to the want of money and other causes, it was in such an unfinished state as to be very inconvenient and uncomfortable for the performance of Divine worship. Dr. Cooke at once set to work to remedy the evil, a Vestry was called, and ninety pounds raised from the principal inhabitants, with which they ceiled the house, and erected a gallery at the front and at each end.

(A) Three islands above the Falls. (B) Mountains rising up from the mainland, situated about two leagues from the river. (C) The fall in the river. (D) Shoals where vessels, when the tide is out, are liable to run aground. (E) Cabin where the savages fortify themselves. (F) A pebbly point where there is a cross. (G) An Island at the entrance of the river. (H) A small river coming from a little pond. (I) Arm of the sea—dry at low tide. (L) Two little rocky islets. (M) A small pond. (N) Two brooks. (O) Very dangerous shoals along the coast, which are dry at low tide. (P) Way by which the savages carry their canoes in passing the falls. (Q) Place for anchoring where the river runs with full current.

This building was used by the Episcopalians until "Old Trinity" was opened on Christmas Day, 1791. The ground on which this building stood was purchased, with the building, for £140, and until the year 1819 the ground in the rear was occasionally used for the purposes of burial. Thomas Horsfield, Esq.—from whom Horsfield Street took its name, and who was for a long time a Warden of Trinity Church—was the last person interred there. This building was subsequently used as a place of worship by the Methodists and Baptists, and the meetings of the Common Council and the Courts were also held in this building until 1798. It was an humble edifice, however, and the people determined to be content with nothing less than a church. In laying out the City, a lot was reserved for a church and burial ground in that part of the City adjoining the south side of Union Street, which ground is now known as the "Old Burying Ground." The intention was to build a church on its south-west corner, and the frame for it was cut off the ground on which the Court House now stands.

The Governor of Nova Scotia—which then included the present Province of New Brunswick—at the time of the arrival of the Loyalists, was John Parr, Esq., and St. John was at first named Parr Town, after that gentleman. The town was laid out in 1454 lots,* and granted to the Loyalist families residing here, there being 1184 grantees in one grant at St. John, and 93 in another. The plan of "Parr Town" was drawn by Paul Bedell, and is dated December 17th, 1783.

The City on the eastern side of the harbour extended from Sheffield Street on the south, to Union Street on the north; all to the southward of Sheffield Street was reserved for fortifications, and all to the north of Union Street was granted to Messrs. Simonds, White, and Hazen. The names

* For List of Grantees, see Appendix E.

by which many of the streets were originally designated, were quite different from those by which they are at present known; for instance—

Charlotte Street was called "Studholm Street,"
Duke Street " "Bulkeley Street."
Queen Street " "Charlotte Street."
Main Street " "Fanning Street."
King Street East " "Great Georges Street."

Water Street had no existence in those days, and in many places the water washed the shore as high as the western line of Prince William Street. Dock Street was a narrow footpath along the edge of a rocky cliff, where people had to hold on by the roots of the trees to avoid rolling down upon the beach. The way from Portland was across the flats from York Point, and three years elapsed before a bridge was put across.

From Green's Alley (which runs from Prince William to Water Street) to Lower Cove, there was a finely gravelled line of beach, which was the original highway leading from the Lower to the Upper Cove. As soon as the surveyor had marked out the line of the several streets, the Loyalists commenced the erection of what was to be their future homes. They had been dwelling in tents and huts for some part of the summer.

Mr. Thatcher Sears, father of Messrs. Edward and John Sears, built his house on the north side of King Street. Mr. Wood, the tobacconist, built his house on what is called Vernon's Corner, north-east corner of Germain and King Streets. "Ward's Corner," and "Kent's (now Foster's) Corner," were also built upon.

The "Old Coffee House," which occupied the site of the building now occupied by the Maritime Bank, was also put up at this time. A short time previous to its erection, Mr. Sears was offered the lot on which it stood for a Spanish

doubloon and a gallon of "old Jamaica." "Here, of an evening for years and years, the old men of the place used to sit and gossip, and smoke, and sip their toddy; here, in 1815, they met to learn the news of the war between France and England, and read the story of Waterloo four or five months after it was fought and won. In this sort of Shakspeare tavern, the leading merchants of the day met and chatted over large sales, and compared notes. Here, a verbal commercial agency was established, and here delighted gossips, met and told each other all about every one else's affairs. There were Ben Jonsons' in those days who wrote dramatic pieces and showed them to their friends over a cup of hot spiced rum. Poets, too, full of the tender passion, sighed out hexameters of love in that old Coffee House."

From the time of their landing up to the period when his house was sufficiently advanced for their reception, Mr. Sears and his family had been living in a tent pitched on the top of the rock just about the head of the present North Market Wharf. In that tent the late Mrs. Bagshaw was born, being the first female child born of Loyalist parents after the landing. The late Benjamin Stanton was the first male child born in the city. Lieutenant Andrew Stockton,* who was married on the 4th of April, 1784, was the first man married in Parr Town. Several houses were erected around the Market Square, or, as it was originally called, "The Public Landing." *It was that portion of the beach where the Loyalists first stepped on shore from their boats.* Such rapid progress was made in the erection of houses that in the brief space of one year from the landing of the Loyalists, two hundred and seventy-six stores and dwellings were erected.

About the year 1783 the Presbyterians then resident in the City of St. John met for the purpose of organizing, and

*See Appendix.

taking such steps as might be necessary to secure a place of worship. A Committee was appointed consisting of John Boggs, Andrew Cornwall, James Reed, John Menzies, Chas. MacPherson, Wm. Henderson, John Gimmill, and Robert Chillies, who applied to the Government for a grant of land for that purpose. In answer to this application, they received a Royal grant of that land which is now known by the Nos. 1 to 10 inclusive, lying on the north side of Queen Street, between Sydney and Carmarthen Streets. The grant is dated 29th of June, 1784, being in the reign of King George III., and was issued under the great seal of the Province of Nova Scotia, in which Province St. John then was, under the name of Parr Town.

In 1784, that portion of the Province of Nova Scotia which we now call New Brunswick was constituted into a separate Province, and General Thomas Carleton was appointed Governor on the 16th of August.

On the 18th of June, 1784, a little more than one year after the landing of those Loyalists who first came to Saint John, or Parr Town, as it was then called, the first of the series of great conflagrations with which our City has from time to time been visited, took place, and in its results was as unfortunate to a large number of the inhabitants, as has been any event which has transpired from that period to the present time, excepting the great fire of 1877.

A gentleman who had obtained a lot somewhere in the neighborhood of the ground on which the Centenary Church now stands, had cut the trees and piled them and the brush into heaps in the usual manner for burning. The summer had been one of great drought. Everything of a vegetable nature had been rendered as dry and ignitable as tinder. The brush heaps were all in readiness for the match. The morning was calm, with the very slightest breath of air from the south. The owner, judging from his isolated position,

thinking that no danger could possibly occur to the premises of any of his neighbors, set the brush on fire, and for some two or three hours everything progressed to his entire satisfaction. About the hour of noon the wind suddenly arose to a smart gale, and commenced to spread the flames with such fearful rapidity as to convince him that unless timely aid could be obtained to arrest their progress, the consequences would be most disastrous, and so they eventually proved to be.

He immediately sent the alarm "down town" through the woods, to get such help as the people might have it in their power to give. His call was met by a hearty response from every man who could handle the axe, pick, or shovel. Armed with these implements, a large party was formed, amongst whom were David Hatfield, Stephen Kent, Stephen Humbert, Thatcher Sears, Capt. John Ford, Mr. Carpenter, Mr. Bonsall, and many others belonging to "Upper Cove," with John Clark, Mr. Smith, and others belonging to the "Lower Cove," but as the only way to get from the Lower to the Upper Cove at that day was by the "shore route," the latter party did not arrive until late in the day, and when all hope of staying the further progress of the fire had been abandoned.

"By the hour of 2 P. M. the fires, which were now running with lightning speed, had extended to the 'Back Shore;' westwardly, to the line of Charlotte Street; thence north across King Square over what was subsequently called Jeffrey's Hill, and all that neighborhood; thence across the Valley, and up and over the hills beyond; . . . . . ; thence onward for several miles in width, until the flames had lapped the waters of the Kennebeccasis, and destroyed in their course almost every trace of inflammable matter, with the exception of *one house*. That house, or shanty, as it would now be called, was owned and occupied by Captain

Ford and Stephen Kent, and stood on Elliot Row. . . . . It was not saved by water, but by the deep trenches which were dug around it. . . . . For some weeks previous to the fire, a party had been cutting and preparing timber on King Square for the erection of a church on the south-west corner of what is now called the Old Burying Ground. The Reverend Mr. Beardsley, who came here as Chaplain to the Forces, was frequently to be seen with his coat off, and broad axe in hand, working away at the frame. The fire, however, destroyed the timber, and the project was abandoned."

Shortly after this event, a large number of the Loyalists who had drawn lots in the City, and on which they had built their log houses, which were now destroyed, moved into the country and took farms,—some to Little River, others to Long Reach, Bellisle Bay, and the Kennebeccasis.

Many of the old 42nd Highlanders who came here with the Loyalists, had drawn lots on the line of Union Street, running eastward from what has long been called "Golden Ball" corner, and had erected houses thereon. The fire destroyed them all. Seven houses were burnt at the Falls, and a woman and child were burnt to death by the same fire.

The old Highlanders, as they had stood "shoulder to shoulder" for so many years, resolved to stick together, and hew out for themselves a home in some other part of the Province. These homes were eventually established on the Nashwaak, opposite the present City of Fredericton, where large numbers of their descendants are to be found at the present day, and who answer to the names of McPherson, McLeod, McLean, Sutherland, etc., etc.

In October, 1784, Mr. Thomas Carleton, the Governor of the new Province of New Brunswick, arrived at Halifax with his family from London, in the *Saint Lawrence*, Capt. Wyatt, after a passage of eight weeks. On Sunday, the 21st

November, at 3 o'clock in the afternoon, he arrived at Saint John with his lady and family, having crossed the Bay from Digby in six hours in the sloop *Ranger*, Cornelius Hatfield, master. He received an enthusiastic welcome from the Loyalists. A salute of seventeen guns was fired from the Lower Cove battery as the *Ranger* entered the harbour, and as he landed a similar salute was thundered from Fort Howe. A great concourse of the inhabitants received him with shouts of welcome, and escorted him to the house of Mr. George Leonard, corner of Union and Dock Streets, which had been fitted up for his reception. On his entering the house, the crowd gave him three cheers, and cries of "Long live our King and Governor."

On November 22nd, 1784, Mr. Carleton's Commission as Governor was read, and on the same day he was sworn into office, as Captain-General and Commander-in-Chief. On this day he also held his first Council.

The names of the gentlemen composing that body, whose duties were both Legislative and Executive, were as follows:

George Duncan Ludlow,	22nd November, 1784.
Abijah Ward,	"
James Putnam,	"
Gabriel G. Ludlow,	"
Isaac Allen,	"
William Hazen,	"
Jonathan Odell,	"
Gilford Studholm,	27th November, 1784.
Edward Winslow,	4th December, "
Daniel Bliss,	18th July, 1785.
Joshua Upham,	2nd June, 1786.
Beverly Robinson, Jr.,	16th April, 1790.
George Leonard,	7th February, 1791.
John Saunders,	3rd May, 1793.
Christopher Billop,	18th February, 1797.

The dates given are those on which each gentleman took the oath and his seat for the first time at the Council Board.

The seven gentlemen who took their seats at the Council on the 22nd day of November, 1784, composed the first Legislative body that was ever convened in New Brunswick. The meeting was held at the residence of Thomas Carleton, Esq., the Governor. It was from that gentleman that the western portion of our City took its present name.* The Hon. Gabriel G. Ludlow was President of the Council, and for a short period subsequently, Commander-in-Chief of the Province. A tablet to his memory was placed in the east end of "Old Trinity," near the Chancel. The Government has since been administered by a number of persons styled Lieutenant-Governors, or in their absence or demise, by the senior member of the Executive Council for the time being.

The new Governor was addressed by the inhabitants, who called themselves "a number of oppressed and insulted Loyalists," and congratulated him on his arrival "to check the arrogance of tyranny, crush the growth of injustice, and establish such wholesome laws as are, and ever have been, the basis of our glorious Constitution." They added that they were formerly freemen, and again hoped to be, under his auspices.

The first Chief Justice of New Brunswick was George D. Ludlow, and the assistant Judges were James Putnam, Isaac Allen, and Joshua Upham. All were sworn in on the same day,—the 25th November, 1784. The Supreme Court was opened for the first time in New Brunswick on Tuesday, February 1st, 1785. It met in the building on Germain Street already referred to, which the Loyalists built for public worship. The Hon. G. D. Ludlow and Hon. James Putnam were on the bench. After the formal opening of the Court, the Commission appointing the Judges was read, and also the appointment of Ward Chipman as Attorney General, and of Colin Campbell as Clerk of the Courts.

* Carleton was formerly called Conway.

The first Grand Jury were the following:

Richard Lightfoot.	John Kirk.
Francis DeVeber.	John Camp.
William Harding.	John Colville.
Henry Thomas.	John Hazen.
John Smith.	Munson Jarvis.
John Boggs.	Oliver Arnold.
Caleb Howe.	David Melville.
Isaac Bell.	Richard Bonsall.
James Ketchum,	Luke D. Thornton.

Anthony Narraway.

On February 3rd, a true bill was found against Nancy Mosely for the murder of John Mosely. The prisoner was arraigned, tried, and found guilty of manslaughter the same day, and the Petit Jury on that occasion, the first impannelled, were as follows:

Frederick Devoe.	George Wilson.
Abel Flewelling.	Samuel Tilley.
John Wiggins.	Forbes Newton.
Caspar Doherty.	James Pickett.
John Cooke.	James Suveneer.
Jesse Marchant.	Jeremiah Worden.

On the same day, Michael and Abraham Mings, mulattoes, were found guilty of burglary, the latter being recommended to mercy. On the 4th, Peter A. Corman was found guilty of highway robbery, and Peter Thatcher of grand robbery. On the day following, which was Saturday, Nancy Mosely, who prayed the benefit of the clergy, was sentenced to be branded on the left thumb with the letter M, and discharged. On the same day the first capital sentences were pronounced,—Peter A. Corman, Abraham Mings, Michael Mings, and William Thatcher being sentenced to be hanged "on Friday night, between the hours of eleven and one o'clock." Thatcher and Abraham Mings were afterwards pardoned, on condition of leaving the Province; the other two were duly hanged on Gallows Hill,—the height of land

overlooking the Mill Pond to the eastward of Fort Howe. "Thus was the usual Anglo-Saxon desire to exemplify the advanced state of civilization which the Province had attained, by hanging somebody, satisfied."

The first brick house built in the City was erected by Noah Disbrow, Esq., and stood on the corner of Germain Street and "Cooper's Alley," now called Church Street.

In 1765, the country bordering on the River Saint John was called the County of Sunbury, but in 1784 all that part of Nova Scotia lying north of the Bay of Fundy was constituted a distinct Province, and named New Brunswick. The names of the original eight Counties into which New Brunswick was divided, are: Saint John, Westmorland, York, Charlotte, Northumberland, King's, Queen's, and Sunbury. These Counties were confirmed by law February 10th, 1786. On May 17th, 1785, Parr Town and Carleton were by Royal Charter erected into a City, to be called the City of St. John. The new City was bounded "by a line to commence and beginning near Fort Howe, at Portland Point, at low water mark, and thence running a direct line to a small point or ledge of land at the causey by the old water mill, thence east north-east until a direct line shall strike the creek running through Hazen's marsh on the east side of the eastern district aforesaid; thence along the course of the said creek to its mouth; thence by a line running south, nineteen degrees west into the Bay, until it meets a line running east from the south point of Partridge Island, and along the said line to the said point; thence by a direct line to a point on the shore, which is at the south-east extremity of a line running south forty-two degrees east from the River St. John to the Bay of Fundy, and terminating the town lots of the western district aforesaid; thence along the said line north forty-two degrees west to the River Saint John aforesaid, and continuing the said course across the said river until it

meets the opposite shore, and from thence along the north shore of the said river until it meets the opposite shore, and from thence along the north shore of the said river at low water mark to Portland Point aforesaid." The City was divided into six Wards, viz., King's, Queen's, Duke's, Sydney, Guy's, and Brook's, each of which were to be represented by an alderman and an assistant. The civic officers appointed and named in the Charter were: Gabriel G. Ludlow, Mayor; Ward Chipman, Recorder; Bartholomew Crannell, Common Clerk; George Leonard, Thomas Menzies, William Paine, William Pagan, Stephen Hoyt, and John Holland, to be Aldermen; and John Colwell, Munson Jarvis, Richard Seaman, Fitch Rogers, John Ness, and Adino Paddock, to be Assistants. George Leonard was appointed Chamberlain and Treasurer; James Stewart and Amos Arnold, Marshals; Ebenezer Holly, High Constable; Lodwick Cypher, James Birmingham, Philip Henriques, James McNeal, William Cooper, and John McGill, Constables. John Hazen was appointed Coroner; and William Sandford Oliver, Sheriff.

The County of Saint John, situated at the mouth of the River Saint John, occupies a long and narrow belt of land forming the north coast of the Bay of Fundy, between Cape Enrage and Mace's Bay; being upwards of eighty miles in length, and upon an average not more than ten miles in breadth. It contains the Parishes of Portland, Carleton, Lancaster, St. Martins, and Simonds. The entire shore is rocky, and frequently bounded by precipitous and overhanging cliffs.

On the 11th of October, 1785, the first number of the *Royal Gazette and New Brunswick Advertiser* was published at Saint John by Christopher Sower, King's printer. This was the first weekly paper published in New Brunswick. In this year, during the month of December, William

Cobbett, a man afterwards famed as a newspaper writer, came to St. John from England, with a number of recruits, to join the 54th Regiment. The barracks at that period were on the top of Fort Howe hill, in Portland. "'Twas on the top of that high hill" that Cobbett is said to have commenced the study of English grammar, and not very far from thence, where he made love to the pretty lass who subsequently became his wife.

In August, 1784, Nehemiah Beckwith, afterwards a resident of Fredericton, built a scow or tow boat to ply between Parr Town and St. Ann's,—the first attempt to establish regular communication between the two places. From such an humble beginning did the trade of the River Saint John take its rise.

The first vessel launched in New Brunswick after the close of the revolutionary war, was built by Captain Younghusband. The vessel was built at a place called "Hunter's Cove," and now known by the name of Drury's Cove, formerly one of the most beautiful and romantic spots on the river, but the erection of mills, etc., has taken a good deal of the romance out of the place. It was a favorite resort with the Indians, and the first road which led from the City to the settlements on the Kennebeccasis and Hammond Rivers, was carried across the head of this Cove by a wooden bridge of ancient fashion, the remains of which still existed within the past forty years. The two next vessels of which we have any account were built by an Association or Joint Stock Company in the North Market Slip. One of these was called the *Friendship;* Stephen Humbert, Esq., subsequently became her owner, and in compliment to the old gentleman's trade, which was that of a baker, the "old folks" nicknamed her "Humbert's Bread Basket." The next vessel of which we have any record, was that built by General Arnold, and launched in the spring of 1786. The General had contracted

with Mr. Beckwith to build a ship of a certain tonnage for a certain specified sum, and in the agreement had bound Mr. Beckwith under heavy bonds to have her launched on a fixed day. The ship was built at "Major's," or as it is sometimes called, "Gilbert's" Island, about twelve miles below Fredericton. A short time previous to the day for launching, the General wanted certain alterations made; Mr. Beckwith knew there was not a sufficiency of time to complete them, and get the ship off on the day named in the contract; the General, however, overcame Mr. Beckwith's objections; the alterations were made, and the result was that the ship was not launched according to agreement. The General prosecuted his bonds for a violation of the agreement, and as Mr. Beckwith could produce no evidence to show the after agreement relative to the alteration, it resulted in his total ruin. The ship was called the *Lord Sheffield*, and was piloted through the falls early in the month of June, 1786, by Captain William Eagles of Indiantown. In a few years, Mr. Beckwith recovered from the difficulties into which he had been thrown by the treachery of Arnold's conduct. Several of Mr. Beckwith's descendants are now living in the Counties of York and Victoria. One of his sons was High Sheriff of Victoria; another, John A. Beckwith, was Manager of the Nova Scotia Land Company in this Province.

On the 11th of July, 1786, the schooner *Four Sisters* is advertised to sail from St. John to Fredericton every Tuesday, wind and weather permitting. So here we have a wonderful advance on Mr. Beckwith's scow of two years before.

In an old copy of the *Royal Gazette*, dated September 19th, 1786, is an advertisement headed "A Negro boy for sale."

The first meeting of the General Assembly of New Brunswick was held in the City of Saint John on Tuesday the 3rd

day of February, 1786. The session was held in a building on the north side of King Street, known as the "Mallard House," which stood on the lot next below where Horsfall & Sheraton had their place of business previous to the Great Fire of 1877.

"The House having met pursuant to writ issued from Chancery for the election of a House of Assembly for the Province, the Clerk of the Crown delivered to William Paine, Esq., Clerk of the Assembly, the returns made by the different Sheriffs of members elected to serve in the Assembly." The usual oaths were administered by the Hon. James Putnam to the members, he being the Commissioner, under the great seal of the Province, appointed for that purpose.

When the following gentlemen took their seats:

Jonathan Bliss,	Saint John.
Ward Chipman,	"
Christopher Billop,	"
William Pagan,	"
Stanton Hazzard,	"
John McGeorge,	"
John Coffin,	King's County.
Ebenezer Foster,	"
Samuel Dickerson,	Queen's County.
John Yeomans,	"
William Paine,	Charlotte County.
Captain Clinch,	"
Robert Pagan,	"
James Campbell,	"
William Hubbard,	Sunbury County.
Richard Vandeburgh,	"
Daniel Murray,	York County.
Isaac Attwood,	"
Daniel Lynam,	"
Edward Stelle,	"
Amos Botsford,	Westmorland Co.
Mr. Kinnear,	"
Elias Hardy,	Northumberland Co.

"The Solicitor General and Mr. Paine were requested to wait upon His Excellency the Governor, and acquaint him that the House was met, and waiting his commands. His Excellency the Governor sent a message to the House requiring their attendance. The House attended, and His Excellency was pleased to direct them to return and elect a Speaker, and present him to-morrow at eleven o'clock. The members returned to their House and proceeded to the election of a Speaker, when Amos Botsford, Esq. was unanimously elected, and immediately conducted to and placed in the Chair. House adjourned."

"WEDNESDAY, 4th January, 1786.

"The House being met, they waited upon His Excellency, and presented their Speaker. He was pleased to approve of their choice. The Speaker demanded the privileges that were usually granted to the House of Commons. His Excellency replied that they should enjoy all the privileges that he was authorized to give them by His Majesty's instructions."

"MONDAY, 9th January, 1786.

"His Excellency the Governor sent a message to the House, requesting their presence in the Council Chamber; accordingly, Mr. Speaker, with the House, attended; and being returned, Mr. Speaker reported that His Excellency was pleased to make the following Speech to both Houses:

"*Gentlemen of the Council:*

"*Gentlemen of the House of Assembly:*

"A meeting of the several branches of the Legislature for the first time in this new Province is an event of so great importance, and must prove so conducive to its stability and prosperity, that I feel the highest satisfaction at seeing His Majesty's endeavours to procure the inhabitants every protection of a free Government in so fair a way of being finally successful.

"The preceding winter was necessarily spent in guarding the people against those numerous wants incident to their peculiar situation, and the summer has been employed as well in the prosecution of this essential business as in dividing the Province and establishing the several Offices and Courts of Justice requisite for the security of the farmer while engaged in raising a support for his family. And now, that the season of the year renders travel-

ing commodious, and allows you leisure to attend the public business without interruption to your private affairs, I have called you together, in compliance with the Royal instructions, that you may put a finishing hand to the arduous task of organizing the Province by re-enacting such of the Nova Scotia laws as are applicable to our situation, and passing such Bills as you shall judge best calculated to maintain our rapid advance towards a complete establishment in this country."

"*Gentlemen of the Council:*

"That branch of the laws which relates to the old Province which relates to crimes and misdemeanours, I would recommend to your first consideration. They are for the most part, if not altogether, extracted from the Statute Law of England, and will become our best security of the quiet and permanent enjoyment of private liberty and property.

"As it may in some instances perhaps admit of a doubt, what part of those laws extend to this Province, and which are lost by erection of a distant administration, it will be most eligible by renewing them to leave no possibility of uncertainty in a matter so nearly affecting the happiness and peace of the community.

"Those laws also which relate to the execution of justice, civil and criminal, make another important object to your attention. And as the assistance of the Judges will be required in forming or renewing them, they will of course, I suppose, originate with you."

"*Gentlemen of the Assembly:*

"Among the numerous subjects which will fall under your consideration, after you have adopted such Acts of the Province of Nova Scotia as you may find necessary or proper, I would particularly point out a Bill providing for the election of members to serve in the General Assembly, and for regulating all such elections, as well as determining the qualifications of electors. A law registering anew all grants of lands lying within the Province, and made before our division from Nova Scotia, is necessary for ascertaining titles or estates, and will prove of the greatest use to their preservation. I am therefore instructed to recommend it."

"*Gentlemen of the Council: and*

"*Gentlemen of the Assembly:*

"I shall decline entering further into the particular objects that

may be proper for your consideration in the course of the present Session, but will leave them to be occasionally communicated by message. In the mean time, I have the fullest confidence that you will enter on the public business with a hearty disposition to join me in whatever may tend to the welfare of this infant colony.

"The liberality of the British Government to the unfortunate Loyalists in general, and the peculiar munificence and parental care of our most Gracious Sovereign to those of them settled in New Brunswick, call loudly for every return that an affectionate and favoured people can make. And I am persuaded that you cannot show your gratitude on this behalf for the many unexampled instances of national and Royal bounty better than by promoting sobriety, industry, and the practice of religion, by discouraging all party distinctions amongst us, and inculcating the utmost harmony between the newly arrived Loyalists and those of His Majesty's subjects formerly resident in this Province.

"And, gentlemen, it is with real pleasure I declare that our prospects are so favourable that your exertions for these beneficial purposes can scarcely fail to render this Asylum of Loyalty the envy of the neighbouring States, and that by exercising the arts of peace, they who have taken refuge will not only be abundantly recompensed for their losses, but be enabled to enjoy their connection with the Parent State, and retain their allegiance for the best of Kings, which their conduct has proved they prize beyond all other considerations."

The Attorney General, Solicitor General, Robert Pagan, Captain Clinch, and Samuel Dickerson were appointed a Committee to prepare an address in answer to the speech.

On the 10th of January, 1786, Col. Billop, Mr. Foster, and Mr. Hubbard were appointed a Committee to bring in a Bill against "the profanation of the Lord's Day, called Sunday, and for suppressing immoralities." On the same day Col. Billop moved for leave to bring in a Bill for "preventing a multiplicity of law suits."

On the 17th January, 1786, Brooke Watson, Esq., M. P. for the City of London, was unanimously chosen Agent for this Province.

On Thursday, 26th January, 1786, complaint having been made that George Handyside had been guilty of publicly speaking and uttering opprobrious words in contempt and breach of the privileges of the House, and tending to excite sedition, the Sergeant-at-Arms was ordered to take him into custody. Witnesses were examined, and he was "found guilty of having spoken and uttered opprobrious words in high contempt and breach of the privileges of this House." Whereupon, ordered, "That he ask pardon on his knees, and be reprimanded by the Speaker, and stand committed until he obey this order."

"The said George asked pardon of the House on his knees, was reprimanded by the Speaker from the chair and discharged, paying fees."

The first session of the New Brunswick Parliament closed on the 15th March, 1786. Christopher Sower was appointed to print the journals of the session.

The second session of the Legislature was opened on the 14th February, 1787, and closed on the 8th day of March. John Ryan was appointed to print the journals.

The third session of the New Brunswick Legislature was opened at Fredericton on Friday, 18th of July, 1788, and closed on Friday, August 2nd. The removal took place because Governor Carleton then said the City of St. John was not safe, and the Seat of Government should be removed to a safe place.

The following is an advertisement of one of our first school teachers:

"William Green will open an English School for the education of Youth on Monday, 20th of April, at his house, Brittain Street, near Captain Elme's. There will be taught the following branches of Literature, in the most approved order, from the best authors used in the principal Academies of Great Britain and Ireland, namely:

Reading, per quarter,	£0 7 6
Reading, with English Grammar and proper accent,	10 0
Writing,	10 0
Arithmetic,	12 6
Book-keeping and Merchants' Accounts,	17 6

Geometry, Surveying, Navigation, Dialling and other parts of Mathematics, according to agreement. Also, the Use and Projection of Maps and Charts, after a natural, easy, and concise method, without burden to the memory.

"N. B.—Those parents that will give him a preference in the tutorage of their children may depend on the strictest attention being paid to their natural genius and their moral abilities.

"WILLIAM GREEN.

"Saint John, N. B., 6th April, 1787."

The first Mayor of the City of St. John was the Hon. G. Ludlow. He received his appointment April 4th, 1787. In the early days of our City, immediately after each annual civic election, the old and new members of the Board would dine together at the "Coffee House."

In April, 1787, the people of Saint John decided to take active measures for protection against fire, and accordingly the following document was drawn up:

"We, the subscribers, taking into our serious consideration the alarming situation of the City for want of fire-engines and public wells, should a fire break out in any part of it; and, at the same time, being sensible of the present inability of the City Corporation to advance money for the purpose; do severally promise to pay the Mayor, Aldermen and Commonalty of the City of St. John (or to such persons as they shall appoint), the several sums annexed to our names as a loan upon interest, for the purpose of importing from London two suitable fire-engines, and for sinking a sufficient number of public wells in the City.

"Which said several sums the said Corporation have engaged to pay to each separate subscriber with interest annually, as soon as their funds will enable them to do so, as appears by an abstract from the minutes of the Common Council, dated the 20th of March last.

"City of St. John, N. B., 5th April, 1787."

Gabriel G. Ludlow, (Mayor,)	£10	0	0
Ward Chipman, (Recorder,)	10	0	0
Jonathan Bliss, (Attorney General,)	10	0	0
James Putnam, (Judge,)	10	0	0
Christopher Billop,	5	0	0
Zeph. Kingsley,	10	0	0
Samuel Randall,	10	0	0
Gilbert & Hanford,	10	0	0
Isaac Bell,	5	0	0
Robert Parker,	10	0	0
Benedict Arnold,	10	0	0
William Wyley,	10	0	0
Mark Wright,	3	0	0
C. C. Hall & Co.,	5	0	0
William Pagan,	10	0	0
John Colwell,	5	0	0
Thomas Bean,	10	0	0
Francis Gilbert,	5	0	0
Samuel Hallet,	3	0	0
William Hazen,	10	0	0
James Ruon,	5	0	0
John Califf,	4	13	4
Isaac Lawton,	5	0	0
Samuel Mills,	5	0	0
Paul Bedell,	5	0	0
William Wanton, (Collector of Customs,)	10	0	0
Adino Paddock, M. D.,	5	0	0
McCall & Codner,	10	0	0
Thomas Horsfield,	10	0	0
John McGeorge, Thomas Elliot, William Bainey,	10	0	0
Thomson & Reed,	10	0	0
Christopher Sower, (King's printer,)	5	0	0
W. S. Oliver, (Sheriff,)	5	0	0
William Whittaker,	5	0	0
Peter Quin,	3	0	0
Charles Warner,	5	0	0
Abiather Camp,	5	0	0
James Peters,	5	0	0
Daniel Michean,	3	0	0
Fitch Rogers,	5	0	0
Edward Sands,	3	0	0

On the 2nd February, 1786, the Corporation paid Peter Fleming £136 6*s.* 8*d.* for two fire-engines. These must have proved ineffectual, for the reader will notice that the above loan was made up hardly a year afterwards, and the present

sum was raised for the special purpose of buying London engines and sinking wells.

This movement was not inaugurated a moment too soon, for in 1788, the following year, a fire occurred in the store of General Benedict Arnold, of revolutionary fame, which threatened to become very serious before it was got under control. Arnold's store was situated in Lower Cove, where the sewing machine factory adjoining John E. Turnbull's sash factory stood, on the north side of Main Street, until it was destroyed by fire. For a short time Arnold transacted a large business. This store was filled with a valuable stock of goods, and with all its contents was destroyed by the fire. "*It was said to have been well insured.*" "The impression was at that time, and still is, that this fire was caused by design, for the purpose of defrauding a Company in England that had underwritten upon the merchandise it contained to an amount far exceeding its worth."

"That both Richard and Henry (Arnold's two sons) slept in the store on the night of the conflagration, and that neither could give a satisfactory account of its cause, is certain."

One of the first cases which occupied the attention of the Courts of this Province was an action of libel brought by Benedict Arnold against his partner, Mr. Hoyt, who charged him with setting fire to his store for the purpose of defrauding the underwriters. The gentlemen engaged in behalf of Arnold were Mr. Jonathan Bliss, who afterwards became Chief Justice, and Ward Chipman, Esq., Sr. A Mr. Hardy was counsel for Hoyt. He was a gentleman of fine talent, and at one time was a Representative in the Provincial Legislature. Arnold gained a verdict for *2s. 6d.*

"His (Arnold's) known fraudulent dealings and haughty deportment made him very unpopular with the people, and on one occasion, in 1792, they showed their resentment and

contempt by suspending his effigy in public labelled *Traitor*, in such a position as to be easily seen from his house. It was then committed to the flames amid loud huzzas. . . . Every year his unpopularity increased, and in 1794 he closed his business, sailed for the West Indies, and then for England, and there made his permanent abode. He came to St. John in 1786."

The building first used as a church on Germain Street was never consecrated, or bore any name, but was only used as a temporary place of worship until a more suitable building could be erected. In June, 1788, two lots on Germain Street were granted by General Coffin and Mr. Cochrane, and two lots on Studholm (now Charlotte Street) were granted by Thos. Whitlock, Esq., a Vestryman and Churchwarden, as a site for the Episcopal Church. The corner stone of Old Trinity Church was laid by Right Rev. Charles Inglis, D. D., the first Bishop of British North America, on Wednesday, Aug. 20, 1788. The builders were Messrs. Bean and Dowling; the former was afterwards a member of the Vestry. The Church was built of wood, and consisted only of a nave and two side aisles. At the western end was a cupola, in which a bell was afterwards placed. The building was wide in proportion to its length originally, to allow for future enlargement by increasing its length, and on two occasions the building was thus enlarged. The first Rector of the Parish was the Rev. George Bisset, A. M., who died in 1788.

The lot on which the Hotel Dufferin now stands was bought in 1780 by Mr. Thomas Horsfield for six pounds five shillings, and sold by him five years later for five pounds to a number of gentlemen who erected a grist mill there. This building, which was a "wind mill," was the first mill erected after the landing of the Loyalists. It was erected by what is called a Joint Stock Company, and stood on a high ledge

of rock which extended from the rear of Trinity Church to the Old Burying Ground. As grist mills driven by water power were soon after erected in the neighborhood of the City—one of which was situated at what is now called the Marsh Bridge, and owned at one period by Mr. Bartlett—the wind mill gradually fell into disuse, and in 1800 was converted into a "Refuge for the Destitute."

The St. Andrews Society of Saint John, N. B., was instituted in 1798. On the 8th day of March in that year a number of gentlemen—natives of Scotland and of Scottish descent—met together, and agreed to form themselves into a Society for benevolent purposes. They adopted a Constitution, and elected the following members for the first year as office bearers of the Institution:

William Pagan, President.
William Campbell, Vice President.
Francis Gilbert, Treasurer.
John Black, Secretary.

The first quarterly meeting was held on May 3rd, A. D. 1798, and from that time down to the present the quarterly and anniversary meetings have been regularly held and punctually attended, and the purposes for which it was established have been found to be fully answered. The present membership is about 175, besides those who are considered as honorary.

The first sermon was preached in Trinity Church on Christmas Day, 1791, by Rev. Dr. Mather Byles, the second Rector of that Parish. The following year a bell was put up, and in 1803 stoves for the first time were placed in the church. Mr. Bean, one of the contractors for the building, was the gentleman who, in June, 1811, when the church wanted to borrow £200, agreed to lend it this sum on the express condition that the insurance policy then on the building should be at once cancelled. An order was passed,

cancelling the policy without delay. Thus was Trinity, or the time, without insurance. Had Mr. Bean's ideas prevailed in 1877, the congregation, in all likelihood, would mourn the loss of $20,000, which was the amount that was on the building at the time of the fire in that year.

In a letter from Edward Winslow, Muster Master General of the British Army in Nova Scotia, to Ward Chipman, Esq., then in St. John, dated at Halifax, March 25th, 1785, he states that the Royal Arms now in Trinity Church, St. John, were forwarded from Halifax to St. John to be placed in the Council Chamber or some other public room. From the same source it is known that they were brought to Halifax along with the British troops when they evacuated Boston, March 17th, 1776, where they hung in the Council Chamber of the old Town House between, it is thought, the portraits of Charles II. and James II. They are a most venerable relic of past history, and known to be more than a century old. It is easy to imagine how eagerly they were carried off by the Loyalists, and with what pride they became possessed of this emblem of Royalty. They were first set up in the temporary place of worship in Germain Street, and by resolution of the Vestry passed December 8th, 1791, they were removed to Trinity Church.

In 1792 Mr. Wm. Thompson presented Trinity Church with a bell, for which he received a cordial vote of thanks. This bell was in active service until 1857, when the bell which was destroyed by the fire of 1877 was placed in position.

In 1793 a war broke out between Great Britain and France, a war which, with two short intermissions, was destined to last for twenty-two years. A Provincial regiment was at once raised in New Brunswick, of which Governor Carleton was Colonel, and Beverly Robinson was Lieut-Colonel. On the 6th of May, intelligence was received here

of a French privateer of ten guns with forty-five men cruising in the Bay of Fundy, and a night patrol was established. Capt. Robert Reed, with a party of 'independent volunteers,' took the first round of duty. Another guard house was ordered to be fitted up for the watch, and a double guard placed in Lower Cove battery. This work was then considered a formidable one, its guns being eighteen-pounders, and it was believed no enemy's ship could pass it. It was proposed to fit out a vessel and cruise after the Frenchman. A large privateer sloop was fitted out at St. John and sent out under Capt. Thomas, but the Frenchman prudently kept out of her way.

In May, 1794, occurred the highest freshet ever known on the St. John.

In June of this year, Prince Edward, Duke of Kent, the father of Queen Victoria, visited the Province. He left Halifax on the 14th, and sailed from Annapolis on the 16th in the *Zebra*, sloop of war. At St. John he was received by a Captain's guard of the King's New Brunswick regiment. Attended by Governor Carleton he hastened on to Fredericton, where he arrived on Saturday evening, the 21st. From the bank of the river where he landed, the road was lined by the troops of the garrison, and by Captain Jarvis' Fredericton militia, and the town was illuminated. Next morning, notwithstanding the sacred character of the day, Royal salutes were fired, a levee held, addresses presented by H. M. Council for the Province and the inhabitants of the County of York, and the King's New Brunswick militia were inspected. Early on Monday morning the Prince and Governor Carleton embarked again, and passing through the falls, reached St. John at 2 P. M. On Tuesday the 24th, the Prince inspected the batteries and the ordnance stores; and at 3 P. M. held a levee at the house of Mr. Chipman, the Solicitor General, which was crowded with the chief citizens

and the officers of the garrison. His grandson, the Prince of Wales, was entertained in this same house, which is still standing. The Duke of Kent, who seems to have been in an enormous hurry, left St. John in the *Zebra* the same evening, amid the salutes and cheers of the inhabitants, and the firing of guns from the batteries.

In 1795 there was considerable fear of French attacks, both in Saint John and Halifax, and the Provincial regiment was ordered from Fredericton to St. John. Privateer vessels, sailing under French colors, were at this time making havoc among the merchant vessels of New Brunswick and Nova Scotia. The House of Assembly addressed the Lieutenant Governor on the subject of procuring cruisers or guard ships to be stationed on the Bay of Fundy. Additional defences were also erected at St. John at the instance of the Lieutenant Governor, which the House refused to vote money to pay for. William Campbell was in this year appointed Mayor of St. John,—an office which he continued to hold for more than twenty years.

In 1796, the Commissioners, under the 5th article of the Treaty of Ghent, to determine which was the true St. Croix, were appointed. Ward Chipman of St. John was appointed Agent on behalf of His Brittanic Majesty, and E. Winslow, Secretary of the Commission. In 1798 the Commissioners gave their decision, which was that the Scoudac was the true St. Croix of Champlain.

In 1799 the Duke of Kent, who had been in England for his health, returned to Nova Scotia. The Corporation of St. John sent him an address of welcome. The people of New Brunswick also showed their patriotism this year by subscribing £3,085 sterling as a voluntary contribution to the military chest for 1798.

CHAPTER VI.

Slavery; A public Fast; The St. John Dog Tax; The St. John Grammar School; Rejoicing on receipt of news of Battle of Trafalgar; Germain Street Methodist Church; War with France, and its influence on St. John; Trinity Church.

PRIOR to the beginning of the nineteenth century, it was not unfrequent to see Negro slaves advertised for sale in the *Royal Gazette*. Finally, the legality of slavery was tested before the Supreme Court. On February 18th, 1800, the Supreme Court divided equally on this question, the Chief Justice and Judge Upham holding slavery to be legal in this Province, and Judges Saunders and Allen considering slavery to be illegal. On October 16th, 1809, a Negro woman named "Nancy," was advertised for sale in the *Royal Gazette* by Daniel Brown, and a good title guaranteed, so that at that time slavery was still deemed to exist in New Brunswick.

In 1800 the war with France was going on with as much vigor as ever, and on the 4th of July of that year a public fast was proclaimed in this Province on account of it.

In 1801, most of the Counties received grants to aid them in erecting court houses and jails. In the same year the Duke of Kent interested himself regarding the construction of a road between Halifax and Quebec. The famous Saint John dog tax was also passed this year, the money realized therefrom to be for the support of the poor. The roads of New Brunswick, about this time, seem to have been in a bad condition, for in January, 1803, D. Campbell reported that there were not ten miles of road in the Province fit for a wheeled carriage, except in the County of Sunbury. In this year a change was made in the boundary lines of the several wards on the east side of the harbour.

In 1805 the St. John Grammar School was opened, with Roger Viets, assistant minister of Trinity Church, master.* The school was established by law March 5th, 1805. The original members of the Board, nine in number, who are named in the Act of Incorporation, held their first meeting in the City Hall on the 19th of the same month, and were the following:

	Y'rs of M'ship.
The Rector of Trinity Church (Rev. Mather Byles, D.D.),	9
The Mayor of the City (William Campbell, Esq.),	11
The Recorder of the City (Ward Chipman, Sr.), sat as Recorder seven years.	
The Hon. George Leonard,	11
The Hon. Jonathan Bliss (Chief Justice),	7
The Hon. William Pagan,	14
John Robinson, Esq.,	23
John Black, Esq.,	4
Hon. Thomas Wetmore (Attorney General),	6

The first Clerk and Treasurer of the Board was Ward Chipman, Sr., Esq.

The Grammar School building, which stood on the S.E. corner of Germain and Horsfield Streets, was a plain wooden house of rather squat appearance. It was erected on two lots of land, 80 feet front and 250 feet deep, which were purchased from Thomas Horsfield, Esq., for the sum of £100. Mr. Viets held the position of Master till his appointment in 1814 to the Rectory of Digby, where he died in 1839, aged fifty-four years. One of the teachers, after Mr. Viets, was James C. Brimmer, who died at his residence, Horsfield Street, February 25th, 1825, aged forty-six years. In the early years of the Grammar School, young ladies were admitted.

"SCHOOL HOURS.

"During the months of May, June, July and August, the

* Wollestook Gazette, January 1st, 1883.

hours of attendance will be from 6 to 8, from 10 to 1, and from 3 to 5 of the clock; March, April and September, from 9 to 12, and 2 to 5 of the clock; December, January and February, from 9.30 to 1, and from 2 to 4 of the clock. Saturday excepted, on which day school will be dismissed at 12 of the clock."

In 1805, there was also a public fast. In the same year the freedom of the City of St. John was voted to Lord Sheffield for the services he had rendered the country.

Early in January, 1806, the news of Nelson's great victory at Trafalgar reached St. John, and caused much rejoicing. Admiral Collingwood's despatches were published in the *Gazette* of January 13th. A ball was held at Cody's Coffee House in honor of the event, which was attended—to use the language of the *Gazette*—by a "great assembly of beauty and fashion." There were also celebrations in Norton and Kingston, attended by the inevitable dinner and the drinking of the usual loyal toasts. At this time the assize of bread was regulated by the Mayor, and it may be of interest to the present inhabitants of St. John to know that in 1816 the sixpenny wheaten loaf was required to weigh one pound thirteen ounces, and the sixpenny rye loaf two pounds four ounces.

The old Germain Street Methodist Church, called in old times "the chapel," which stood on the north-eastern angle of Germain and Horsfield Streets, was built in 1808, and was opened and dedicated to the service of God by the Rev. Mr. Marsden on Christmas Day of that year. It was an unpretentious building, with no attempt at architectural display, and was located a few feet back from the line of Germain Street. A few years ago, to meet the wants of the community, it was enlarged and extended back. The leading Layman, at the time of the opening of the church, was the late John Ferguson, who did much for Methodism in his time.

It was through his exertions that the chapel was built. For many years this commodious building was the only place of worship that this body of Christians had in this City.*

In 1808 the people of St. John seem to have been under a good deal of anxiety with regard to the war with France, for in January of that year an order was passed that no vessel or boat should be allowed to leave the harbour of Saint John without the countersign. In the same year, on February 12th, Gabriel G. Ludlow, the first Mayor of St. John, died, and was buried in Carleton. He had been President and Commander-in-Chief of the Province from the year 1803. In June, Capt. Shore with two companies of Fencibles, was sent to garrison Sydney, Cape Breton. Among the events of this year may be mentioned an accident which happened to the St. Andrews packet *Speedy*. While lying at anchor, a whale or some other sea monster fouled itself with her cable, and actually dragged her from her anchorage, a distance of more than three miles, to the very great consternation of those on board.

In June, 1809, the 101st regiment, which had been in garrison at St. John, was sent to the West Indies, and part of the New Brunswick regiment was sent to St. John to take its place. During the summer the troops were employed in making a road from St. John to Fredericton. In the same year, a duty was laid on Baltic timber, while that of the colonies was left free; from which circumstance, the trade of the Province rapidly increased.

In the following year, 1810, a tower was added to Trinity Church, during the building of which, Mr. John Venning fell from the staging on the south side of the tower, and was instantly killed. This melancholy accident occurred on May 22nd, 1810. In the same year the organ was placed in the

* Stewart's History of the Great Fire of St. John.

church. It was made in London, Eng., and was brought out in the ship *Brothers*, owned by the Hon. William Pagan, who for a number of years was a Vestryman of Trinity Church, and who most liberally remitted the freight, which amounted to a hundred guineas. A gentleman now residing in New York, but for many years a resident of St. John, tells the following story in a letter to the *Globe* of September 10th, 1881:

"One evening, he (old Governor Smyth) came galloping on horseback to where I was, with other boys, engaged in play opposite our school, and asked me if I and Tom Halsell would do him a favor. 'Oh yes, General,' each said, 'with pleasure.' 'Well then,' said he, 'meet me at the Church at 4 P. M., and blow for me while I practise a certain piece of music.' Four o'clock came, and all hands were there. 'Now then boys,' says the General, 'blow carefully and steadily, for when I get through, yc 1 will see the inside of the organ.' Of course we did our best. At the finish, the old sinner told us to 'put the ladder up and go inside, and be very careful not to touch any of the pipes, etc., and when we got into the middle of the organ to cry out, and he would play a little, which would appear like small birds in a wood.' All went very nicely, until some great partition in the rear lifted, and out came the thundering tones of the great organ, louder than thunder. Tom and I sprang for the door and made one jump in among the pews, not waiting to go down the ladder. The Governor, hearing the noise made by our jump, rushed to us, and we both declared the whole rear of the organ was smashed. 'Oh boys! boys! you have ruined me,' exclaimed the Governor. 'Well,' said he, 'the mischief being done, we may as well go home.'"

CHAPTER VII.

Germain Street Baptist Church; 104th Regiment; St. John a Free Port; Preparations for building a Steamboat; The Town Clock; The first St. John Sunday School; War of 1812; First Roman Catholic Service held in St. John; Presbyterian Church; An Ox roasted whole on King Square; Arrival of emancipated Slaves; The New Brunswick Fencibles disbanded; The *General Smyth;* Fire; Masonic Hall; A shock of Earthquake; The "Old Kirk;" First National School; The Grammar School; The Old Poorhouse burnt; Bay View Hotel; Shipbuilding; Stephen Humbert.

IN 1810,* the Germain Street Baptist Church was organized, and the first building erected by them was of wood, on the site of the present substantial edifice. Ground was broken in 1818, and the large frame building was opened for service July 12th of the same year. Such men as John M. Wilmot, Thomas Pettingill and Jeremiah Drake, were the main supporters at the time. William Stenning and Thomas Harding purchased the site, and the former gentleman superintended the building of the edifice.

In 1811, everything pointed to a war between Great Britain and the United States. The New Brunswick Fencibles were on February 18th gazetted as His Majesty's 104th regiment. On October 1st of the same year, five Commissioners of Customs, for a special revenue enquiry, arrived at St. John, and on the same day an order in Council was passed proclaiming Saint John a Free Port. On the 30th of October, the freedom of the city was granted to Lieut-Colonel McCarthy, of the Royal Artillery, who was about to leave the Province.

On the 9th of March, 1812, an Act was passed "to en-

* Stewart's History of the Great Fire of Saint John.

courage the erection of a passenger boat, to be worked by steam, for facilitating the communication between the City of St. John and Fredericton." This Act gave certain persons the exclusive privilege of navigating the Saint John by steam for ten years.

In 1812 a clock was placed in the tower of Trinity Church. This clock was commonly known as the "Town Clock," and it remained in active service in that church until destroyed by the great fire of 1877. It was then, and continued to be, the only public clock in the city, It was made by Barrand of Cornhill, London, and cost £221 19*s.* sterling. The city contributed £50 towards its cost.

THE FIRST ST. JOHN SUNDAY SCHOOL.

"Sunday School, Germain Street.

"The public are respectfully informed that children are admitted into the school, as usual, every Sabbath Day at 2 o'clock. It being now nearly three years since any subscriptions having been received for its support, the Managers beg leave to solicit the assistance of all who are well-wishers to such a useful and laudable Institution; at the same time, are informed that any aid they may be pleased to afford, will be thankfully received by the Rev. Stephen Bamford, or John Ferguson.

"STATEMENT OF FINANCES.

"Amount of subscriptions received since the commencement of the school, - - - -	£17	10	7
"Deduct disbursements for fuel, books, slates, pencils, etc., - - - - - - - - -	16	16	0
"Balance remaining on hand, - - -	£0	14	7

"St. John, N. B., Sept. 10th, 1812."

Up to 1814, the members of Trinity Church paid for the winding of the clock in the tower of that church, and in this year the winding cost £6 15*s.*, when the church people decided that they would no longer attend to this service, and maintained that the Commonalty should see to it. The

Council on December 24th, 1814, resolved to act on the suggestions of the Church Corporation, and took upon themselves the duty of having the clock wound up and kept in repair. Edward Taylor assisted in putting up the clock, and assumed control of it until Mr. William Hutchinson took charge of it. One very severe winter, when Mr. Taylor had charge of the clock, the ice froze the hands fast to the dial, so to remove it he took his son Thomas up in the cupola, lifted him over the rail, held him by the ancles head downwards, and told him to knock away the ice with the hatchet which he had given him for the purpose. Previous to 1857 this clock had only three dials, but in that year a fourth was added.

In 1812, the long impending war came. War was not formally declared by the United States against Great Britain until June 18th, but the colonists had made preparations for it long before. A public fast was proclaimed in New Brunswick, but while the people were praying they were also sharpening their swords. On the 9th of March an Act was passed appropriating the sum of £10,000 to His Majesty, in defence of the Province. This was a handsome donation, for the total revenue of the Province at that period was only £6,000.

United States privateers soon began to swarm on the coast, and the Saint John people went into privateering on their own account. A large number of men-of-war also cruised in the Bay of Fundy, so that, between the arrival of prize vessels and the excitement attending the news from the seat of war, matters were kept pretty lively in St. John. The people on the borders of New Brunswick, on both sides of the line, took no part in the contest, and this wise neutrality, while it prevented useless bloodshed, also left no bitter memories after the war was over. General Smyth, the Administrator of the Province, on the 3rd of July, issued a

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Proclamation forbidding any one under his command from offering any molestation to the United States people living on the frontiers of New Brunswick, or interfering with their goods or coasting vessels. It may be stated in passing, that the war was very unpopular not only in Maine, but throughout the whole of New England. When the declaration of war reached Boston, all the vessels in the port except three, immediately hoisted their flags half mast, and the people soon compelled the three to follow the example of the others. On the Canadian frontier and on the sea, however, the conflict was maintained with vigor. Towards the close of this year, various defensive works were erected in Saint John. The Martello Tower on Lancaster Heights was erected; Fort Frederick was repaired and strengthened, and batteries were erected on Partridge Island and other prominent points. A prominent pentagonal work was proposed to be erected at the mouth of the Nashwaak.

A shocking occurrence happened on the 5th of December, 1812, which deeply concerned the people of St. John. H. M. brig of war *Plumper*, bound from Halifax to St. John, was wrecked near Dipper Harbour, and upwards of fifty persons on board of her were drowned. She was a twelve gun brig, was commanded by Lieutenant J. Bray, and had $75,000 in specie for St. John. This was probably the most fatal shipwreck that ever took place in the Bay of Fundy. There was at this time a demand for more troops in Western Canada, and accordingly the New Brunswick regiment, the 104th, was ordered to march overland to Quebec. They left St. John under the command of Major Drummond on February 11th, 1813, the people helping them out, as far as the roads were passable, in sleighs. Beyond that, the journey was performed on snow-shoes. This march, considering the season of the year, and the character of the country traversed, must take its place among the greatest marches

recorded in history. It is safe to say, that such a march could not have been performed by any other men than the hardy forest pioneers of North America. The regiment reached Quebec as compact and perfect as when it left St. John, without losing a man. Arnold lost more than three hundred in the shorter route by the Kennebec, and during a mild season of the year; yet Arnold's march has been lauded as a wonderful proof of the vigor of the continental troops in 1775, while this great march of the sons of the Loyalists is scarcely ever mentioned.

The departure of the 104th regiment left St. John somewhat bare of troops, although their places were in part supplied by the 2nd battalion of the 8th regiment, which remained here. In compliance with the wish for more arms, Sir George Prevost sent from Halifax ten twenty-four pounders for the batteries on Partridge Island, and a thousand stands of muskets, by the store ship *Diligence;* but this vessel was driven ashore in a snow storm on Beale's Island, to the westward of Machias. The vessel and what was saved of her cargo, fell into the hands of the enemy. About this time, a New Brunswick Fencible regiment was raised by General Coffin for the defence of the Province, and considerable numbers of militiamen from Westmorland and other Counties were brought to St. John to assist the Regulars in garrison duty.

The first service held by a clergyman of the Roman Catholic denomination was in the City Hall, Market Square, by Rev. Charles French in 1813. St. Malachi's Chapel was opened by that gentleman on October 1st, 1815. Among the priests who succeeded him in that place were Father McQuade, who in 1819 had thirty women and thirty-five men for a congregation, and Fathers McMahon, Carrol, and Dumphy. Mr. Carrol came from Halifax, and was the nephew of the first Roman Catholic Bishop of the Maritime

Provinces, Bishop Burke. St. Malachi's was used as a church until the Cathedral was opened under Bishop Connelly's charge. Of late years, St. Malachi's has been used for school, lecture, bazar and other purposes. The St. Vincent de Paul Society met in this hall for several years, as well as the C. T. A. and St. Joseph's Societies.*

In 1814 it was thought that the land which had been granted to the Presbyterian Church was not so conveniently situated as it ought to be for the site of a church. A Committee was appointed to secure a more suitable lot of land, and proceed to the erection of the building. That Committee consisted of the Hon. William Pagan, Hugh Johnston, Sr., John Thompson, treasurer, James Grigor, John Currie, Alexander Edmund, and Wm. Donaldson. Mr. Grigor, one of the Committee, selected the ground on which the Saint Andrew's Church now stands, and on the 21st of May, 1814, it was conveyed to him by John L. Venner, in consideration of the sum of £250 paid for it. Subscriptions were at once made towards a building fund by Hon. Wm. Pagan, Wm. Campbell, Wm. Donaldson, Wm. Donald, Alexander Edmund, John Currie, Hugh Johnston, James Grigor, James Reid, John Paul, and Robt. Robertson, all of St. John, and these were supplemented by three subscriptions of £100 each, given by Wm. Buck Cripps, James Cummings, and Henry Cummings, all of Liverpool, Eng., and the work of erection proceeded with.

On Monday, 24th May, 1814, the news arrived in Saint John of the entry of the allied Sovereigns into Paris, and the abdication of Napoleon. Great rejoicings followed. An ox was roasted whole on King Square, and the city was illuminated. The Treaty of Paris, signed on the 30th of the same month, brought the long period of war with France to a

*Stewart's History of the Great Fire of Saint John.

close. The war between Great Britain and the United States was brought to a close a few months later.

The conclusion of this war brought a curious emigration to Saint John. Many of the black slaves of Maryland and Virginia had availed themselves of the presence of the British navy in Chesapeake Bay, and had taken refuge in the British men-of-war. Three hundred of these emancipated slaves arrived here on the 8th of June, 1815, and the people were a good deal puzzled how to dispose of them. They were subsequently settled at Loch Lomond, where their descendants are still numerous.

News of the total defeat of Bonaparte at Waterloo was received at St. John towards the close of July, and of course the people rejoiced, as loyal citizens should. A patriotic fund was raised in all the colonies, as well as in the mother country, for the families of the slain, and of the severely wounded, in that great battle. The large sum of £1,500 was subscribed in St. John, the first sixteen names on one list opened here giving £470. A theatrical performance was given in the old theatre at the corner of Drury Lane and Union Street, which realized £20. That was the last time the building was used for theatrical purposes.

On the 20th of June, 1815, sixty-two years to a day before the Kirk was burned, the land on which it was to stand was conveyed to the Committee appointed, by James Grigor and wife, for the sum of £250, which sum was granted for that purpose by the Legislature. In the same year the building was completed and opened. Rev. Dr. Waddell—father of the late Dr. Waddell, who for many years was an Elder of the Kirk—preached the first sermon in the new church.

Towards the close of 1815, orders were received to disband the New Brunswick regiment of Fencibles, which had

been raised by General Coffin, and they were disbanded accordingly on the January following.

On February 1st, 1816, the first advertisement of a steamboat to be run between St. John and Fredericton was published in the *Royal Gazette*, and on the 11th of April the steamboat *General Smyth* was launched at St. John. She was owned by J. Ward, R. Smyth, H. Johnston, and P. Frazer, and a considerable degree of diligence seems to have been exhibited in fitting her out, for she arrived at Fredericton on her first trip on the 21st of May. She was commanded by Captain Segee.

The crops in this year all failed,—the failure being the worst since 1805. In this year also a fire broke out in a large two storey building on the corner of Germain and Britain Streets, occupied by a military physician named Davis. The doctor and his son were saved from burning by their next door neighbor. A party of soldiers were engaged next day sifting the ashes, and searching for silver which had been melted, but not a trace of it was found.*

In the same year, 1816, on the 4th of June, another grant of land was made to the Committee of the Kirk by the Corporation of St. John, Wm. Campbell, one of the Committee, being then Mayor, and Charles J. Peters, Clerk. The land thereby conveyed consisted of that public lot of land marked 18 in the plan of the said city, lying on the south side of Queen Street, between Sydney and Carmarthen Streets, and extending to the rear of the lots on St. James' Street. This lot of land was then a field, but it has since been laid off into thirty building lots, which are all now under lease.

The building known for many years as the old Masonic Hall, stood on the corner of King and Charlotte Streets, and was commenced by the Free and Accepted Masons in 1816. It was decided to erect this Temple of Masonry at a meet-

*Stewart's History, page 14.

of the Craft held April 1st, 1816. The lot of land was leased from the Corporation of Trinity Church, and on the 28th of September following, the corner stone, on which was inscribed the following, was laid:

"This stone of the Masonic Hall was laid on the 28th of September, 1816, of the era of Masonry 5816, and the reign of George the Third, King of the United Kingdom of Great Britain and Ireland, in the Mayoralty of John Robinson, Esq., by Thomas Wetmore, Esq., H. M. Attorney General of N. B., as Grand Master of the Society of Masons, Nova Scotia, and the jurisprudence thereof."

The movement was not successful in a pecuniary sense, for in 1819 the building was sold by Sheriff's sale, at the suit of James Hendricks. The purchaser was Israel Lawson. Mr. Lawson had the building completed, and leased the third or upper storey to the Masons. The room was sixty by thirty feet, with two large ante-rooms. It was in this room that all the concerts, balls, public parties and public meetings in the city were held for many years.*

On the 2nd of January, 1817, General T. Carleton, who had been Lieutenant Governor of the Province since its first inception, died in England at the age of eighty-one. General Smyth became Governor in his place.

On the 19th of February of the same year, the New Brunswick regiment, the famous 104th, was reduced. It was in this year that the first brick house was erected in St. John, the building on the corner of Germain and Church Streets. At this time, the estimated population of New Brunswick was 35,000.

In May, 1817,† a slight shock of earthquake was felt in St. John. On the 27th of May of the same year, Rev. Dr. Burns arrived at St. John and preached in the Kirk, choosing for his text Ps. cxii. 1. He was accompanied, amongst others, by Mr. Alexander Lawrence and George Lawrence,

* Stewart's History, page 31. † *News*, January 31st, 1855.

Esq., who was the first precentor in the Kirk. Dr. Burns was the first regularly appointed Minister, and had been assistant minister in Aberdeen, Scotland. The degree was conferred upon him by the University of St. Andrews on his departure from Scotland, and the new Kirk was called St. Andrews, in honor of Dr. Burns' alma mater. The first Elders of St. Andrews church were Hon. Wm. Pagan (who was the first President of the St. Andrews Society in Saint John, and who seems to have been chiefly instrumental in building the Kirk), William Campbell, Hugh Johnston, Sr., Robert Robertson, Wm. Donald, James Reid, John Paul, and Robert Reid. These gentlemen were ordained Elders on the 7th December, 1817, with the exception of the Hon. Wm. Pagan, who was unable to be present on that day on account of indisposition, and who was ordained on the 14th day of the same month. Mr. Pagan died at Fredericton March 12th, 1819.

The winter of 1817–18 was a very severe one, and Halifax harbour was closed by ice for thirteen days. During the spring of 1818 the first pine logs were brought down the Saint John from above the falls; and it was in this year that citizens of the United States began to assert territorial claims on the Madawaska and Upper St. John.

The first National School in New Brunswick was opened at St. John in the "Old Drury Lane Theatre," York Point, July 13th, 1818, by Mr. West, from Halifax. On the 24th of December, 1819, the school was removed to the brick building on the north side of King Square, with Geo. Bragg, teacher. A school for girls was, shortly after, opened by Mrs. Bragg. At the Christmas examination, 1820, medals were presented by the Lieutenant Governor, Major General Smyth, to Miss M. Price, Miss Harriet Gale, Miss Julia Merritt, and to Miss Isabella Stanton: also, to Wm. Stone, John Aleton, Joseph Jenkins, John Lester, Edward Sears,

and Peter Drake. The Secretary-Treasurer was Edward J. Jarvis, afterwards Chief Justice of Prince Edward Island.

Mr. Bragg opened a grocery store at the corner of Germain and Princess Streets, long known as "Cheap Corner." He was successful in business, and bought the historic building at the corner of King and Cross Streets, where General Benedict Arnold lived from 1786 to the fall of 1791, and Attorney General Bliss from the latter year to 1811. Mr. Bragg removed to Digby, and there died.

One of the old schoolmasters of St. John was Alexander McLeod. He taught in the building that was first used by the Episcopalians as a place of worship, and afterwards as a Court House, on Germain Street, between Queen and Duke Streets. Mr. McLeod retired from teaching, to engage in merchandise, in 1815. At his death in 1833, at the age of sixty, he was County Treasurer and Coroner.

Bernard Kierman came from Ireland in 1811, and was noted for his mathematical acquirements. The astronomical portions of the New Brunswick Almanacks were prepared by him: as a compensation he received £5. Mr. Kierman was City Surveyor, and one of the first Wardens of St. Malachi's (R. C.) Chapel. In 1824 he left for South America.

"PUBLIC GRAMMAR SCHOOL.

"Notice is hereby given, that the public Grammar School of this City will be re-opened on Tuesday the first of December next, under the direction of Mr. James Patterson, Preceptor, lately engaged by the Board of Directors. It is requested that the names of all scholars to be sent on the opening of the School may be given in at the office of His Worship the Mayor, before that day.

"By order of the President and Directors,

"WARD CHIPMAN, Town Clerk.

"Saint John, N. B., November 23, 1818."

Dr. Patterson, in 1840, had the degree of LL. D. conferred on him by a Scotch University. He continued as Head

Master of the Grammar School for over forty years, and died August 10th, 1875, in his seventy-eighth year.

In 1818, the old "Wind Mill," or the old Poor House, as it was afterwards called, was used as a barracks, at the time when one-third of the militia were called out for a few months, when war with the United States was threatened. On the 16th of January, 1819, about mid-day, this building was burned down.* The building now standing on this site, formerly known as the "Old Hazen House," was erected by Dr. Thomas Paddock.†

The building,‡ for many years known as the Bay View Hotel, a structure that reminded the spectator of the old Feudal times, when castles were residences of the great, was erected in the year 1819 by Henry Wright, Esq., Collector, and used as a private residence up to about 18 years ago. It was built by days work, and in those days the workmen received their pay every Saturday night in Spanish doubloons. Mr. Henry Wright died in 1829, and the house then fell into the occupancy of the late Wm. Wright, Advocate General, and John Boyd, M. D. Mr. Wilson was the lessee latterly, and it became an hotel under his management. This building was destroyed by the great fire of 1877.

In June, 1819, about 3,200 emigrants, mostly disbanded soldiers, landed in St. John. An Emigrant Register Office was established here in October of that year, and for some years after that time the number of emigrants who annually came to St. John was large. It was the beginning of a period of great commercial prosperity, which well nigh ended in utter ruin.

On the 31st December, 1819, St. John was visited by a tremendous storm, which wrecked many vessels in the harbour.

* *News*, St. John, March 10th, 1861.

† Stewart's History, page 74. ‡ Ib., page 70.

From the year 1786 to 1820, shipbuilding did not progress with that rapidity, or to that extent in this Province, which might reasonably have been expected in a country so bountifully supplied with timber suitable for that purpose. It was not from want of the proper knowledge, or energy of character on the part of its inhabitants, but from their peculiar position as colonists, having no voice in the making of treaties with other countries, by which the commercial operations of our Province were to be controlled. Restrictions and impediments of various descriptions were being repeatedly thrown in our way, many of which emanated from the mother country; whilst other difficulties with which our trade had to contend, were caused by embargoes placed upon our free intercourse with the United States. Yet, in the face of all the accumulated difficulties, and the many sad revulsions in commercial affairs which have periodically visited us and so deeply affected our community, from 1825 the shipbuilding of St. John attained to that state of perfection and magnitude which the most sanguine could not have expected, and has been the means of giving to some of our mechanics a world wide celebrity. This port has placed upon the ocean some of the finest specimens of naval architecture that float upon its bosom.

In 1818 an editorial was published in the *City Gazette*, reflecting upon the members of the House. The Sergeant-at-Arms was ordered to bring the editor, William Durant, to its bar. On appearing, Mr. Durant said that the editorial was written by Stephen Humbert, a member of the House. After a reprimand, Mr. Durant was discharged. Mr. Humbert, consequent on the illness of his wife (followed by her death), was not in his seat. He wrote to the Speaker, however, and the explanation not being satisfactory, he was expelled. A new writ was issued, and the following Card appeared:

"To the Free and Independent Electors of the City of St. John:

"Gentlemen,—At the request of my numerous friends, Free Electors for the City of Saint John, I beg leave to announce my intention to offer as a candidate to represent the City in the approaching election, for a member *to serve in the room and stead of Stephen Humbert, Esq., whose seat has been declared vacant.* If my former services have entitled me to a share in your approbation, and you should judge me still worthy of your confidence, by electing me as one of your Representatives, you may rely upon unremitting attention to my duty, as the Representative of a people who are, and of right ought to be free, and to the interests of the City of St. John in particular.

"I am, gentlemen, (greatly sensible of former favors,)

"Your still devoted and very humble servant,

"STEPHEN HUMBERT.

"St. John, 2nd May, 1818."

Mr. Humbert was sent back, and also at the general election the year following, at the head of the polls.

In 1820, consequent on the death of George III., a dissolution took place. At this election, Mr. Humbert was defeated by Hugh Johnston, Jr., consequent on his vote on the Plaster Bill. In 1827, he offered for the County, and was defeated by Robert Parker. In 1830, he again offered, with the poll at its close—

Stephen Humbert,	566
Charles Simonds,	544
John R. Partelow,	452
John Ward, Jr.,	428
John Robertson,	359
Robert Payne,	330

The first four were returned.

CHAPTER VIII.

Bank of New Brunswick; The Fisheries: The first cargo of Deals sent to England; The Packet *Wellington;* Fire; The Water Company; Fire at Indiantown; The Court House.

IN 1820, March 20th, the Bank of New Brunswick was established. This Institution still exists, with greatly increased capital and augmented prosperity. The trade of Saint John was increasing so fast that in October of this same year, there were about a hundred square rigged vessels in the harbour.

In May, 1821, a general meeting was held of the stockholders of the Banking Company that had been organized the year before under the name of the Bank of New Brunswick. At this meeting, some honored names were read, and the following gentlemen were present: Henry Gilbert, Hon. John Robinson, Nehemiah Merritt, William Black, Ezekiel Barlow, Thomas Millidge, Ward Chipman, Jr., Zalmon Wheeler, Hugh Johnston, Jr., Robert W. Crookshank, Robert Parker, Jr., Stephen Wiggins, and Hugh Johnston, Sr.* On the 7th day of May the Directors were chosen, and the Bank was ready for business. The first President was the Hon. John Robinson, and the other Directors for the year were—Wm. Black, Ezekiel Barlow, Lewis Bliss, Ward Chipman, Jr., R. W. Crookshank, Sr., Henry Gilbert, Hugh Johnston, Nehemiah Merritt, Thos. Millidge, Robert Parker, Jr., Zalmon Wheeler, and Stephen Wiggins. The Hon. J. D. Lewin was made President in 1857, and William Girvan, Esq., was chosen Cashier on March 1st, 1862.

The following is a list of prizes awarded at the St. John Grammar School for the term ending September 3rd, 1821:

* Stewart's History of the Great Fire of Saint John.

For the superior class, to John M. Robinson; 1st class, Robert Peters; 2nd class, William Black; 3rd class, James Betts and Robert Duncan Wilmot; 4th class, John M. Wilmot and James Gale; 5th class, George P. Sancton.

A curious custom prevailed in Saint John formerly with respect to fishing in certain localities. The coast within the jurisdiction of the City was parcelled out into lots of various degrees of eligibility, commencing with No. 1, and declining in value to No. 100 and upwards. A sort of lottery was formed of these numbers every year, and in the month of January, the Freemen of the City were entitled to draw in this lottery for the fishing berths thus numbered. The person who drew No. 1 made his first choice, and so on in succession; and as the numbers were often drawn by persons not actually engaged in the fisheries, the privileges were sold to fishermen at various prices, from £50 to £1.

In 1822 the first cargo of deals was sent to England from the port of St. John.

From 1818 to 1823 the leading packet which sailed between St. John and New York was a one-masted sloop called the *Wellington*, owned by Noah Disbrow. Her cabin accommodations were not spacious, rather too much for one, and not enough for two, but such as they were, travellers were compelled to put up with them.

Captain Reuben Crowell made his appearance here from New York about 1825 or '26 in a very fine packet, and continued on the route for a number of years.

In 1823, a very serious fire occurred. It began on Disbrow's wharf, and took along with it nearly both sides of Prince William Street; the old wooden building on the latter street, occupied until 1877 by the *Daily Telegraph* newspaper, alone escaped. The lot on which this building stood cost Adino Paddock five shillings in 1786. During this fire, over forty houses were burned, and the loss of property was

estimated at £40,000, which in those days was felt to be enormous.

In the spring of 1824,* a fire commenced in a small cooper's shop, about half way down Merritt's wharf, and the building was so small and frail that two stout men—had they possessed the thought to have done so—could have pitched the whole affair into the adjoining slip, and thereby saved a large amount of property from destruction. This fire extended northwardly to Johnston's wharf, now the Ferry Landing; southwardly to Lovett's slip, destroying every dwelling house and store on Disbrow's and Merritt's wharves and on both sides of Water Street between Princess Street (or as that locality on Water Street was more commonly called, Johnston's Steps) and Lovett's slip before mentioned. From Water Street it extended through to Prince William Street, and consumed every building on the west side of the said street between the corner opposite the Commercial Bank and the premises on the corner of Duke Street, which had been but a short time previously the residence of Governor Smyth, and at a later period that of Zalmon Wheeler, Esq. Four buildings on the east side of Prince William Street were also destroyed. Upwards of forty large stores and dwellings, with a number of out-buildings, besides a large amount of other valuable property were consumed on this occasion.

It was formerly the custom to sell water† about the streets of this City at a penny a bucketful. The chief wells were in King Square, Block-house Hill, Princess Street near Charlotte, Queen Square, the foot of Poor-house Hill, and in Portland. In 1820, however, agitation was made for a better supply of water; but it was not till 1825 that the question took definite shape, and an Act for the Incorporation of a

* *News*, March 25th, 1861. † Stewart's History, pages 83-4.

Water Company, with a capital of £10,000, passed the Legislature. Surveys were at once made, and estimates were laid before the Stockholders, but the capital subscribed was deemed insufficient to enable them to go on with the work on hand. The money was accordingly loaned out on interest until the following year, when each Stockholder received back the sum he had paid in, with three per cent. added. A number of new wells were sunk at once, and every effort made to secure for the people a fuller supply.

In March, 1826, a great and destructive fire took place at Indiantown. This year was a sickly one in St. John, and, in a financial point of view, one of the most disastrous the City has ever known. Hundreds were ruined by the reaction in England after the speculative years 1824 and 1825, and much colonial timber was sold for less than it had cost to convey it across the Atlantic. It was long before St. John recovered from the disasters of 1826.

In 1827, steam navigation was commenced between St. John and Digby, and has been continued to the present time.

In December, 1828, the Court House on King Square was completed,—a building of which the people of this City were then justly proud, for it was an ambitious departure from the prevailing order of architecture. This building was used for Supreme Court purposes by Judge Botsford for the first time at the January Circuit of 1830. Our forefathers, having unfortunately got it into their heads that the City would never extend beyond King Square, put about one-third of the Court House on King Street, which will necessitate its removal some of these days.

CHAPTER IX.

The steamer *Henrietta;* Partridge Island Light House destroyed by fire; The Water supply; The fiftieth Anniversary of the Landing of the Loyalists; John Ward, Sr., Esq., the Father of the City; The Cholera at St. John; The St. John Bridge Co.; The St. John Hotel; Burning of the *Royal Tar;* Great Fire of 1837; The first steamer ascends the Meductic Rapids; Nineteen persons lose their lives in the Falls; The *News*, the first Penny Paper in the British Empire; The Centenary Church; Great Fire of 1839; St. John as it was in 1839; The Old Commercial Bank; Chubb's Corner.

IN 1831 the steamer *Henrietta* began to ply between St. John and Annapolis; and on December 20th of that year there was a very destructive storm in the Bay of Fundy. In January, 1832, Partridge Island Light House was destroyed by fire.

In March, 1832, Hon. Wm. Black, James White, George D. Robinson, Hugh Johnston, James Hendricks, Robert W. Crookshank, Robert Parker, Richard Sands, Charles Simonds, William Leavitt, Nehemiah Merritt, John Ward, Thomas Barlow, John M. Wilmot, Thos. Millidge, Zalmon Wheeler, Wm. B. Kinnear, Lauchlan Donaldson, James T. Hanford and Noah Disbrow, had an Act passed for the Incorporation of the Saint John Water Company. It started with a subscribed capital of £20,000, five per cent. of which was to be paid within the year from the date of the passage of the Act. The shares were placed at £5 each, and Directors were to be elected every year. The Board was to number thirteen, and seven of the old Directors were to remain in office each year. In 1834 a new Act was passed, amending the one which was sanctioned two years previously, but the Company was not regularly organized until 1837. Col. Baldwin, C. E., during this year made surveys, and on his

advice the first practical attempt at bringing the water into the City from Lily Lake was made. An Engineer was appointed, and under his management the first City Water Works were built. The water was not brought—as in the opinion of eminent engineers it should have been—directly from Lily Lake to the City by its own gravitation, but was taken from the tail near Gilbert's mill, and conducted thence by a sluice to a reservoir or cistern, which was placed a few yards to the south-west of the Marsh Bridge. An engine and pumping house was erected over the cistern; a steam engine and gear were procured, and the water was sent through a ten inch main to the reservoir, which was on Block-house Hill. The water was first brought through the pipes to the City in October, 1838. The supply passed through a very limited number of pipes, and the inhabitants, up to 1850, could only get water two hours each morning. The Company, from its first organization, suffered the pangs of financial troubles. The stock had met with many takers who subscribed readily, but when called on for their payment, failed to respond. A loan of £5,000 was received from the Legislature, which relieved the Company somewhat for the time. In 1850, an appeal was made to the citizens on public grounds, and they were earnestly solicited to take up the new shares which were offered. The money from this source was to be applied to the bringing of water from Little River at Scott's mill, five miles distant from the City. This course had been recommended by C. W. Fairbanks, Esq., C. E., of Halifax, under whose supervision the water had been introduced into that city. The City took up nine hundred shares, and private individuals bought the balance. The site at Scott's mill was purchased, a small dam built, and a twelve inch main four and a half miles in length, was laid. This main the Company connected with the ten inch main that was laid in 1837–8. The same main

is still perfect, and to-day works as well as ever. In 1852 an Act was passed authorizing a further increase in the capital to the amount of £10,000, to be made preference stock. This was necessary to meet the growing demand of consumers, and to enable the Company to extend their pipes through the streets.

In July, 1832, a vessel from New York brought a case of cholera to St. John, but she was promptly quarantined. In October of this year, two steamers, the *Woodstock* and *J. Ward*, went up Grand Lake and brought down two hundred chaldrons of coal, the first brought to St. John from that place since the landing of the Loyalists.

May 18th, 1833, was the fiftieth anniversary of the Landing of the Loyalists. At St. John the day was ushered in by the firing of cannon. In the evening, a dinner was given by the Corporation: among the guests were many old Loyalists. The chair was taken by His Worship the Mayor, John M. Wilmot, with the Lieutenant Governor, Sir Archibald Campbell, on his right, and the father of the City, the venerable John Ward, on his left. The speakers were Judge Bliss, Judge Chipman, Attorney General Peters, Solicitor General Robert Parker, Colonel Turner, Major Greaves, Hon. John Simcoe Saunders, Stephen Humbert, Thomas Harding, and Gregory Vanhorne. When the toast of "the day we celebrate" was given, a salute of fifty guns was fired from King Square by the City Artillery. To the toast "the Chief Justice, their Honors the Judges of the Supreme Court, and the Professional Gentlemen of the Bar; may they ever maintain and support the principles of justice and honor," the Solicitor General responded:

"Mr. Mayor, as a descendant of an American Loyalist, and a member of the Legal Profession, I trust I may be excused in making a few remarks, while returning thanks for the honor done to the Bar of the Province.

"Never on any occasion have I felt more proud of my connection with the City than the present, and much did I rejoice when I heard at a distance the determination of the Corporation that the fiftieth anniversary of the first Landing of the Loyalists on these shores was to be celebrated in a manner belonging to an event so highly interesting to the survivors of that faithful band.

"Sir, when we remember with what ceremonials and solemnities the citizens of the United States hailed the Jubilee of their Independence, we should be deficient in proper feeling had we suffered this day to pass unnoticed here; unless indeed, after half a century's reflection, we are ashamed of the conduct of our fathers in that memorable period. But, Sir, this is not the case. We still glory in their Loyalty on that occasion, in despite of the scornful jests of ridicule and the cold-blooded speculations of discontented theorists, we stand forth to avow that we do not hold our allegiance so light a thing, that it may be thrown aside or changed as a cloak, when we are tired of the cut or color of it.

"Sir, we have no cause to regret this sentiment. Fifty years have passed, and the place where we now assemble has been changed from a desolate wilderness to a flourishing City.

"We live in a country where, under the dominion of the British Crown, laws are regularly and impartially administered to the poor and the rich; where the spirit of the British Constitution, pervading our government and institutions, insures protection to every man's person and property.

"The celebration of this day will stand as a memorial that we take the same side as our fathers have taken; that we adopt their opinions, we approve their principles; and, Sir, it is a pledge, if need be, we are ready to imitate their example."

The toast of the day was then given, "The land our ancestors left, and the land we live in; both inhabited from one common parent, and enjoying, though under different governments, the blessings of Freedom." "May old animosities be forgotten, and the present good understanding continued."

His Worship the Mayor provided, at his own charge, roast beef and plum pudding for the poor.

In this work, a few words about John Ward, Sr., Esq., the "Father of the City," will not be out of place. At the celebration of the semi-centennial of the Landing of the Loyalists just referred to, he was honored with a seat on the left of His Worship the Mayor.

Major Ward arrived at Parr Town late in the fall of 1783. The regiment was the last that left New York. The transports were laden with provisions and clothing. The landing was at Lower Cove. They tented under canvas for the winter on the old barrack square. The ground was covered with snow, so the tents were covered with spruce cut on Partridge Island, and brought up in the boats of the transports. The winter was one of great severity, and many died, especially women and children. As Major Ward could not get a house, he lived in his army tent, and there on the 18th of December, 1783, his son John was born.

Major Ward afterwards removed to Sussex, King's Co., and it was from him that Ward's Creek took its name. He soon returned to Saint John, and commenced business as a merchant, residing at the corner of King and Germain Streets. In the *General Smyth*, the first steamer on the River St. John, he had an interest. He was also interested in the *St. George*, which had a copper boiler, and in the *John Ward* and *Fredericton*. In 1809, 1816 and 1819, Mr. Ward was elected one of the members for the County of St. John. On the 18th of May, 1843, the sixtieth anniversary of the Landing of the Loyalists, the Corporation of the City waited on him at his residence and presented him with an address. He died in 1846, in the 93rd year of his age.

His presence was commanding and dignified. Major Ward had four sons and two daughters. William was captain of a vessel of his father's, and died in the West Indies January, 1814, aged 35 years.

Caleb for a time followed the sea, and afterwards was a

merchant. He died August 31st, 1821, in his 42nd year, leaving three sons and two daughters.

John died in 1875, aged 91 years. Charles, the last of the second generation, died in his 92nd year, January 30th, 1882, in consequence of a fall.

In 1834, cholera broke out in Saint John, and boats for Fredericton were ordered to stop at the Short Ferry for inspection. On November 8th, there were 103 cases of cholera in this city, and had been 47 deaths. In the same year a census of the Province was taken, and the population of St. John County was ascertained to be 20,668.

About the year 1835, the ferry steamer *Lady Head* was run to Fredericton with Governor and Lady Head on board, and some of the farmers were ploughing on the first of January.

In 1835 an Act to Incorporate the St. John Bridge Company was passed. The object was the erection of a bridge over the Falls. The Corporators named in the Act were—B. L. Peters, R. M. Jarvis, Nehemiah Merritt, John Robertson, James Peters, Jr., James Hendricks, David Hatfield, Robert W. Crookshank, Robert Rankin, R. F. Hazen, E. L. Jarvis, Charles Simonds, E. B. Chandler, Wm. Crane, Hugh Johnston, Thomas Wyer, John W. Weldon, and Jeddadiah Slason. The capital stock of the Company was to consist of £20,000.* The bridge was built of wood, consisting of truss-work at the sides, 15 feet in height. The site was about a quarter of a mile on the lower side of the present suspension bridge. The span between the abutments was 430 feet, and the height of the bridge above the water was 100 feet. On each side of the bridge a large chain was thrown across in order to afford staging for the workmen, and perhaps intended to remain there permanently. The

* *News*, January 24th, 1853.

work was carried on at both ends, and when near being connected in the centre, one of the chains broke, and the whole superstructure fell into the river on the 7th of August, 1837. As the accident happened at the breakfast hour, about 9 A. M., only seven of the workmen were killed: had the accident happened half an hour later, the number would have been fully sixty.

Up to 1836,* the house on the south-west corner of Charlotte and King Streets, which had been commenced by the Free Masons, was known as the Masonic Hall, but after this year its name was changed. The St. John Hotel Company was formed, and the building was purchased from Mr. Lawson and converted into an hotel. It was called the St. John Hotel, and Mr. Cyrus Stockwell opened it on May 24th, 1837. He was its first proprietor. This was the first hotel built in Saint John, and it was here that Governor General Poullett Thompson and Lord Elgin stopped, and all the notables who from time to time visited the city.

On Tuesday, October 25th, 1836, the steamer *Royal Tar* was burnt in Penobscot Bay. The *Royal Tar* left St. John on Friday, the 21st of October, having on board seventy-two passengers, and a crew consisting of twenty-one persons, making a total of ninety-three human beings. There was also on board a caravan containing a number of fine animals belonging to a menagerie which had previously been exhibited in this Province; besides an omnibus, horses, wagons, etc., etc.

In consequence of boisterous weather, the boat was detained at Eastport, Little River, and Machias Bay; and on Tuesday the 25th ult., when crossing Penobscot Bay, they were again under the necessity of coming to anchor. Soon after this, fire was discovered immediately over the boilers,

* Stewart's History of the Great Fire, page 31.

and was caused, it was then stated, by a want of water in the boilers. Immediately after the fire was discovered, sixteen persons procured as much baggage as could be conveniently taken, and "*ran from the vessel, deserted their fellow passengers, and left them to their melancholy fate.*" To the memory of the captain of the steamer, Thomas Reed, and the faithful band who stood with him in those sad hours of trial, too much praise cannot be given; and had it not been for their unwearied exertions, many more must have perished. But of the sixteen men, who so cruelly took possession of the best and largest boat, leaving women and little children to perish, either by fire or by water, the less said the better. To add to the horror of the scene, several of the wild animals, terrified by the fire, broke loose, and roamed about the decks. Six horses and two camels were thrown over, and two of the horses were afterwards seen to land. About forty lives were saved by the captain and crew of the U. S. revenue cutter *Veto*. The name of the captain was Howland Dyer, of Castine. In going alongside the steamer each time, there was great danger from the rush made for the boat, and the fear of the elephant jumping over, which he at last did, when several persons who were hanging over the bows by a raft were drowned. Every article of baggage and the letter bag, were lost.

The fire of 1837* was the greatest which occurred thus far in the history of Saint John. It was the most wholesale destruction of property that the people had ever known. There was a prejudice against insurance, and many lost every dollar they possessed. The time of the fire of 1837 was in the very heart of a rigorous winter, on January 14th, and we can only picture the destruction of Moscow to enable the reader to understand how terrible the sufferings of the

*St. John *Chronicle*, August 23rd, 1839; Stewart's History of the Great Fire, p. 15.

people must have been, when the snow and ice were on the ground, and not a shelter covered the heads of the afflicted women and tender babes. The fire originated on Peters' wharf, and extended up to the ferry landing. Both sides of Water Street, and Prince William Street between Cooper's Alley (Church Street) and Princess Street were destroyed. The old Nichols house was saved; it was occupied then by Solomon Nichols, and stood on the south-east corner of Cooper's Alley and Prince William Street. It was a fine stone and brick building, and it was a marvel that it was not carried away with the rest; but it stood like an oasis in the desert, or the old sentinel who was left on guard and forgotten after the army had fled. One hundred and fifteen houses were consumed, and nearly the whole business portion of the city. One million dollars worth of property was destroyed.

On April 30th of the same year, steam navigation on the Saint John River took a decided advance. The steamer *Novelty* reached Woodstock, being the first steamer that succeeded in ascending the Meductic Rapids. On May 20th the Provincial Banks all suspended specie payment, in sympathy with the money panic which overwhelmed America at that time. This year was signalized by troubles in Lower Canada, and in consequence, the 43rd regiment was marched overland from Fredericton to Quebec, leaving the former place on the 16th December, and reaching their destination on the 28th of December.

On the 2nd August, 1838, a dreadful calamity happened; by the upsetting of a boat in the falls, nineteen persons lost their lives. In this year the St. John Mechanics' Institute was established, Beverly Robinson, Esq., being its first President.

In the same year the first penny paper ever published in the British Empire was started in St. John, as a tri-weekly

morning paper with a weekly issue, by George E. Fenety, Esq. The name of this paper was the *St. John News*. It has the honor of being the oldest on the list of Saint John papers now in existence. It was originally about foolscap size, but from time to time was enlarged, and in 1863 was the largest morning paper in St. John. Its founder was an advocate of Liberalism, and was especially earnest in his advocacy of responsible government, which he had the satisfaction of seeing an established fact. It was through the kindness of Mr. Fenety that I succeeded in getting a good deal of the information contained in this paper, as he had a complete file of the *News* from the date of the first issue down to 1863, which he was kind enough to place at my disposal for an unlimited time.

The year 1839 was the centennial of Methodism,—John Wesley, one hundred years before, having planted the Methodist Church in England. The corner stone of the Old Centenary, as it is now called, had been laid the year before by John Ferguson, who died at St. John February 2nd, 1841, in his 85th year. On the 17th of August, 1839, the hundredth anniversary was held in the Germain Street Church, St. John. The speakers were Rev. Robert Alder, one of the Secretaries of the London Missionary Society; Hugh Bell, Esq., Halifax; Rev. Mr. Knight, Rev. Wm. Temple, James Carson, Esq., Dublin; Mr. J. Avard, Westmorland; and the Rev. Sampson Busby. The subscription at the close of the meeting was £1,452. On the following day, Sunday the 18th of August, 1839, the Centenary Church, St. John, was opened. The Rev. Mathew Richey, Principal of the Wesleyan Academy, Coburg, Upper Canada, preached in the morning; the Rev. William Croscomb, Windsor, Nova Scotia, in the afternoon. The evening preacher was the Rev. Robert Alder.

The year 1839 was memorable for the boundary disputes,

bringing Great Britain and the United States to the verge of war. St. John was intensely excited, but, fortunately, war was averted.

On August 17th, 1839, a large fire took place in St. John. It commenced in a store on Nelson Street occupied by Hugh Irvine & Co., shipbuilders, about the head of Donaldson's wharf, as it was then called. This fire was caused by the ignition of a cask of spirits while in the act of drawing: it consumed every store and dwelling house on the North Market wharf, Donaldson's wharf, Lawton's wharf, and so on to Union Street, up Union Street, through Dock Street to the Market Square, ending at the foot of Chipman's Hill. The residence of Sheriff Oliver was consumed at this time, and also the handsome stone building which for several years was the residence of Governor Smyth. The buildings destroyed at this fire were about 125, and the value of the property in goods and houses was estimated at $1,200,000. By the efforts of the 69th regiment of Artillery who managed the ordnance engine, the fire was prevented from extending up Union Street. It was calculated that nearly three thousand people were rendered homeless.

It was a common practice with many of the leading merchants of St. John to assemble each fine summer afternoon after the business of the day was over, on the north side of King Square, where a fine play ground had been prepared, and engage in a game of cricket or base ball. This practice was continued until about 1840. Feats of agility and strength were greatly in vogue and frequently practised. One gentleman carried four fifty-sixes from the old Coffee House (foot of King Street) to Golding's, on the top of the hill beyond the Cathedral, without stopping to rest.

After the great fire of 1839 just mentioned, the people of St. John became seriously alarmed, and at a special session of the Legislature held in September of the same year, an

Act for the better prevention of fires in Saint John, was passed.

To show what the state of the City was at that time, I give below a few quotations from the *News* of September 15th, 1852:

"We had no conveyance between St. John and Carleton except by small ferry boats and scows. When a steamboat was talked of for the ferry, people said, 'It won't pay,' 'there's not population or travelling enough.'"

"King Street contained but one brick building, namely, the building still standing on the N. E. corner of King and Germain Streets, known as Vernon's Corner."

"There was but one steam saw mill in Saint John County, and that was the one owned by Mr. Otty, on the Straight Shore."

"There were only three Grocery, and four Dry-goods establishments, of any consequence."

There was but one small steamer plying between Saint John and Boston, making one trip a week.

In this year the Post Office was kept in the building on the corner of Princess and Germain Streets, owned by Mr. Edward Sears. It was afterwards removed to Vernon's corner, King Street.

The newspapers of Saint John were—the News, Courier, Observer, Chronicle, Herald, and Gazette. Of all these, the *News* is the only one now in existence. St. Stephen's Hall, now occupied by D. Breeze, Esq., and which stands on the corner of Charlotte Street and King Square, was occupied by the congregation which afterwards built St. Stephen's Church. On December 23rd, 1839, the new Market House, which stood in the centre of the Market Square, was opened.

In 1839,* everything without a shank, so long as it was round, passed for a copper. The Corporation was represented by four and two shilling notes,—some eight thousand

* *News*, September 15th, 1852.

being in circulation. They were known as "shin-plasters." In 1840 they were suddenly cried down, and as almost every one had his pockets full of them, all suffered in proportion to the brass they had on hand. Two or three persons in Portland set up *mints* on their own account, and manufactured N. S. coppers by the ton, from iron and other spurious stuff, all of which passed current, and nobody seemed to care who made them, or where they came from, so long as they passed.

The corner stone of the old Commercial Bank building which stood on the S. E. corner of Prince William and Princess Streets, was laid in 1839, and a grand Masonic demonstration took place, Rev. Dr. B. G. Gray officiating. Henry Gilbert, Esq. was the President of the Commercial Bank at the time.

Chubb's Corner has been the place for many years where stocks, debentures, bonds, and all other such securities were sold at public auction, as well as by private sale. Shortly after Mr. Chubb was burned out by the great fire of 1839, he put up a building on what is still known as Chubb's Corner. He succeeded in 1811 to the business which had formerly been carried on by Mrs. Mott, wife of the King's printer, for whom Mr. Chubb conducted the work of the establishment after the death of her husband. In 1842, Mr. Samuel Seeds was admitted partner in the firm, together with the eldest son of Mr. Chubb, H. J. Chubb. In 1846, the latter died, and the surviving partners continued the business until the spring of 1855, when Mr. Chubb died, leaving his share to Mr. Seeds and his two sons, Thomas Chubb and G. J. Chubb. In 1863 Mr. Seeds retired, and the brothers remained in business until 1865, when G. J. Chubb, Esq., bought out his brother's interest, and the firm has continued under the old style of H. Chubb & Co. ever since.

CHAPTER X.

The new Market House; Foundation Stone of Mechanics' Institute laid; A new Jail; Eight Stores on Prince William Street burnt; The Reformed Presbyterian Church; Fire in Portland; The old Custom House; The *Lady Colebrook*, a new ferry steamer, launched; Another large fire in St. John; The Country Market; Riots; St. Paul's Church first opened; St. Luke's Church opened; The first plate glass introduced into St. John; The St. John Gas Works; Forty more buildings burnt; The old Burial Ground closed; The first Telegraph Line into St. John; St. David's Church organized; The King Street fire; A second attempt to bridge the Falls.

THE new Market House which stood in the centre of the Market Square, was opened in 1840; and the theatre at the Golden Ball corner, which was calculated to seat about six hundred persons, was in full blast in that year.

On the 27th of May, 1840, Sir John Harvey laid the foundation stone of the St. John Mechanics' Institute building,—a building inseparably connected with the social and educational interests of this City. The building was completed and opened for the first time in December of the same year. On this occasion the Hall was crowded, and the meeting was addressed by Dr. Gesner.

On Wednesday, July 22nd, 1840, the Right Hon. Poullett Thompson, Governor General of Canada, arrived in St. John in the steamer *Nova Scotia* from Windsor, at half-past 10 A.M. He was received by Sir John Harvey, the Mayor, the Magistrates of St. John, and by a grand procession of the military, trades, etc. Upwards of ten thousand persons were present.

The following advertisement appeared in the *Weekly Chronicle* of July 24th, 1840:

"Tenders will be received at the Mayor's office until Saturday the sixth day of June next at 12 o'clock at noon, from persons desirous to contract for a new gaol in this City, according to a plan and specification to be seen at the Mayor's office.

"Committee: Wm. Black, John Humbert, B. L. Peters, G. D. Robinson. Saint John, May 8th, 1840."

In this year the population of St. John County was found to be 32,957. The population of the City proper was 19,281. The increase since the census of 1834 had been very large.

On Wednesday, March 24th, 1841, eight fine stores on the east side of Prince William Street, with several buildings in the rear, were destroyed by fire, which was discovered about 1.30 A. M. Mr. Matthew Holdsworth, of Holdsworth & Daniel, the wife of Mr. Caviland (a journeyman tailor) and his two children, perished in the flames. The mother lost her life in endeavoring to save her children. All the buildings destroyed were of wood, having been erected since January, 1837, on a part of the ground left bare by the conflagration of the 14th of that month.

Public meetings were held about this time to petition Her Majesty against the removal of duties on Baltic timber, by which colonial wood was protected.

The Rev. McL. Stavely, who was the first minister of the Reformed Presbyterian Church in the place, arrived in the ship *Eagle* August 3rd, 1841, having been ordained minister at Kilbrought, Ireland, June 12th of the same year. He preached his first sermon in the first Reformed Presbyterian Church, which was then in the building in Lower Cove, opposite the public schools known as the Wheeler property. In 1850 the Lower Cove church was sold, and the church which formerly stood on the corner of Princess and Sydney Streets was erected.

On the 17th of August of this year the first battalion of the St. John City militia, under the command of Col. Peters, was presented by His Excellency the Lieutenant Governor with a stand of colors.

At 1 o'clock P. M. August 6th, 1841, a fire took place in the ship-yard of Messrs. Owens & Duncan, in the parish of Portland. Various causes were assigned as to its origin. One, which appears to be the true one, was that a pot of pitch that was boiling, having been neglected, boiled over and ignited the surrounding material, which being extremely dry, the fire with incredible rapidity spread through the ship-yard and to the houses on the street, and before any assistance could be afforded, the whole was one vast sheet of flame. The wind being from the southward, blowing directly on the houses, rendered it in a very short time perfectly impossible for any one to live in the street above, thus leaving the buildings to be swept away without the possibility of a remedy being applied. The fire department did all that was in the power of men to do, in the endeavor to arrest the progress of the flames, but all in vain. The houses which were burnt were said to have been about sixty in number, every one of which was thickly crowded with inhabitants, thus rendering some hundreds of people both homeless and penniless. A splendid ship of nine hundred tons, finished in a most superior manner, and destined to be launched on the following Monday, was also destroyed. A contemporary newspaper writer thus describes the scene as it met his gaze:

"The scene of devastation, as a whole, was truly awful; men, women and children were seen flying through the flames and smoke, in the vain hope of saving their little effects from the devouring element. The roar of the fire, the shoutings of the multitude, and the sound of the bugles directing the movements of the military, all contributed to brighten a scene already at the highest pitch of excitement; nor did the confusion cease until night spread her dusky mantle over the devastation. Long after the houses

had been burnt to the last fragment, the ship, which was a mass of hard wood timber, to the amount of some hundreds of tons, continued to burn in all the splendor of awful grandeur."

The loss by this fire was estimated at £30,000.

The building formerly occupied as a Custom House, situate on the site of the present Custom House, was built about the year 1841 by the late John Walker, Esq., and designed by him as a Government warehouse. It cost Mr. Walker $120,000. He did not succeed, however, in having it accepted as such by the Government, and it was purchased by Mr. McLeod of St. John, and Alexander Keith, Esq., of Halifax, and used as a Custom House. The Government of Canada bought it from George McLeod, Esq., M. P., a few months previous to the great fire of 1877. It was roomy, and well adapted for Customs purposes. When the Dominion Government took it off Mr. McLeod's hands, they fitted it up completely.

On September 30th, 1841, a new ferry boat called the *Lady Colebrook*, was launched at Carleton. Her engines of thirty horse power were built at the Phœnix Foundry. On October 14th of the same year, a new bell for Trinity Church was landed from the ship *British Queen* from London. The weight was seventeen hundred pounds, and it was the largest in the Province at that time.

On Monday, November 15th, 1841, this doomed City was again visited by that devastating element, fire, which came upon the City like the whirlwind of heaven, unlooked for and irresistible, sweeping away the fairest as well as the richest portion of the City. The fire commenced near the lower end of the south Market Wharf, and terminated in Prince William Street. The wind was south-west at the time, and blowing fresh, and but for the invaluable supply of water from the water works, might have swept every building between the scene of the destruction and the back shore.

The fire broke out at half-past 10 o'clock P. M. Fourteen three-storey wooden buildings and two four-storey brick buildings on the south Market Wharf; seven three-storey and one smaller building on Ward Street; four three-storey wooden and one three-storey brick on Water Street; two four-storey brick and one two-story wooden building on Market Square, and three three-story wooden buildings on the west side of Prince William Street, were entirely destroyed.* The large brick Market House in Market Square, which was occupied by butchers in the ground flat, and used for civic offices in the second storey, was also destroyed. This building could have been saved, but was lost through gross carelessness. Incendiarism was rampant, and the greatest excitement filled the public mind. One of the most distressing features of this disaster was that the fire went over the same ground that it did in the great fire of 1837. The buildings were consequently all new, and many of the sufferers, who were young in business, lost their entire stock of goods, while those of longer standing had to undergo the fiery ordeal three times within the space of three years. On November 30th of the same year, an attempt was made to set Trinity and St. John Churches on fire about 8.30 P. M. Fortunately, the fire was discovered and extinguished before much damage was done.

Until about the year 1842, King Street was used as the Country Market, it being the custom for people who had produce to dispose of, to back their carts up against the curbstones on either side of the street. Soon after this, the old wooden shed which occupied the position of the present substantial structure, was erected, and King Street was left free to carriages and pedestrians. It was also the custom up to this time to use the head of King Street, in front of where the old bell tower stood, as a hay market.

* Stewart's History of the Great Fire, page 17.

Several times during June and July of 1842, St. John was the scene of savage riots by a desperate gang of villains, who paraded the city in a body, and maltreated any persons to whom they happened to take a dislike. On July 12th they collected near a house used by a Mr. Lowrey as a ball-court, where a Union Jack was displayed decorated with orange ribbons. These premises were savagely assaulted and abused; and various other disorders were committed by the mob throughout the day. Towards evening they undertook to make a tour of the city, and murder or maltreat any (to them) obnoxious individuals they might meet. Crossing King Square they came across a man whom they pounced upon like so many demons, and severely beat him with sticks and stones. If it had not been for the timely arrival of a couple of police officers, he must soon have become a victim to their cruelty. They then moved down King Street to the Market Square. His Worship the Mayor was severely handled,—no respect being paid either to his age or to his office. Several of the rioters were taken prisoners, but as often rescued: at last three of their number were captured and lodged in jail. About this time, 7 o'clock P. M., the Mayor called out the special constables: the call was nobly responded to, and in about half an hour after the notice had been posted, 150 of the volunteers had assembled at the Court House, where they were divided into detachments, and marched through the city during the remainder of the night. The mob dispersed to their dens at this movement, and no further mischief was done by them. "With a praiseworthy forbearance," so says the *Chronicle* of July 15th, "the different Orange Institutions in this city declined any public procession on the 12th of that month," but dined together at their different places of meeting, so that they could not be blamed for unnecessarily provoking a breach of the peace.

On Sunday, July 24th, 1842, the new Chapel of St. Paul's in Portland was opened for evening service. Prayers were read by the Rev. Mr. Harrison of Portland, and a most appropriate and impressive sermon preached by the Rev. Mr. Gray, Rector of St. John, from which the following is an extract:

"This neat little Church has connected with it many circumstances that are calculated to awaken in us a peculiar interest on this occasion; one of these is to be traced in provision made for its erection. It has not been reared as our other churches have, by means of public funds, or general subscription; but by the munificence of a single individual. The Hon. Chief Justice Chipman has built it at his own expense. He has given the lot on which it stands which is valued at £400, endowed it by the gift of another lot valued at £1,000, and advanced a loan of £1,100 more, for the completion of the building; so that the whole funds, amounting to £2,500, have been supplied by himself alone—of which £1,400 is a free gift for ever—for the promotion of religion and the honor of Almighty God. I state these facts, my dear brethren, not with a view to eulogize the highly respected individual who has been the instrument of providing for the spiritual wants of this rapidly increasing Parish. His motives in doing so have reference, I am persuaded, not to human praise, but to the honor that cometh from God. My object is simply to hold up this noble act as an example for imitation. Would to God that others who have the means would go and do likewise."

The Chapel, including the chancel, was 76 feet long by 40 in width, having under it a foundation of stone and brick. It was Gothic in style, the tower finished with battlements. The ground floor pews were lined, and the hangings of the pulpit and altar were of rich blue velvet. It was commenced in January, 1842, under the superintendence, and by the unceasing exertions of the Rev. Mr. Harrison, was rapidly completed.

St. Luke's Church, Portland, which had been completed a short time previously, cost upwards of £2,400, about £500

of which sum was contributed by the Hon. Charles Simonds, also the ground on which it stood, valued at £400.

The first plate glass that was introduced into Saint John was put into the doors and windows of Messrs. Doherty & McTavish's place of business about the year 1844. Soon after it was put in place, a man from out of town, wishing to enter the store one day, quietly put his foot through one of the large sheets of glass. As the man had probably never seen any larger than an 18 x 12 inch pane before, there was perhaps some excuse for his conduct.

The Saint John Gas Works* were commenced in 1844, and completed in the following year, during which time a considerable number of street mains were laid down, so that on September 18th, 1845, the manufactory was first put in operation, and our streets first lighted with gas. During the year 1846 the number of consumers was 247, the total amount of gas consumed amounting to some 350,000 cubic feet. By a steady and gradual increase, the number of consumers had reached 1500, and the consumption some 16,000,000 cubic feet in 1866. The extent of street mains laid down up to 1866 amounted to more than 36 miles; the total length of service pipe was still greater; so that the main and service pipes composed a total length of about 75 miles. Fifteen street lamps were all that were put up the first year.

On the 29th of July, 1845, forty dwellings and stores were destroyed on Peters' wharf and Prince William Street by fire, which took its start in a building on Water Street.

In 1846 there were 186 vessels built in St. John County.

"DIED†—On Wednesday morning at his residence on King Street, in the 93rd year of his age, John Ward, Esq., who had long been considered and justly held the title of 'Father of the City.' The late Mr. Ward was born in Westchester County, in the then

* St. John *Telegraph*, February 9th, 1867.

† St. John *News*, Friday, August 7th, 1846.

British province of New York. He entered the army in 1776, and was frequently in action. At the peace of 1783 he embarked with his regiment, the 'Loyal Americans,' for this Province, where the corps after a short time were disbanded. Mr. Ward then embarked in commercial pursuits, and at his death was the senior half-pay officer, as well as the oldest merchant in New Brunswick. The deceased has filled many public situations in this Colony. For many years he represented the County of St. John in the General Assembly, and for a long period commanded the militia; while his name has stood first in the Commission of the Peace, as senior Justice in this City and County, for a number of years. Thus, full of years and honors, has departed one who has lived an unblemished life, and who carries with him to the grave the highest esteem and most profound respect of the whole community, to whom his noble and venerable appearance, his strict integrity and amiable disposition, have long been familiar."

In 1847* it was resolved by the Corporation of Trinity Church to divide the Parish, and have a Church built in Lower Cove by voluntary subscription, and to insure its success a bond of £1000 due from St. John Church to Trinity was handed over as an endowment fund.

About this year the old Burial Ground was closed, and in 1848 a Charter was obtained from the Provincial Legislature incorporating the St. John Rural Cemetery Company, with a capital of £3,000 in shares of £2 10*s.* each. Mr. M. Stead was the architect.

The year 1848 was one of numerous public meetings in St. John. On May 31st there was a public meeting in favor of free trade with the United States; and on June 20th there was a meeting against the repeal of the navigation laws. In this year an electric telegraph was established between Saint John and Calais.

The first telegraph line running into St. John was built by the New Brunswick Telegraph Company, Robt. Jardine, Esq., President. Mr. L. A. Darrow was the Contractor and

* St. John *News*, April 15th, 1861.

first Superintendent of the line. The first office was opened in January, 1849, in a little shop on the Nichols property, next to Messrs. McMillan. Mr. James Mount was the first Operator. From this location the office was probably next removed to the Merritt property, known as the "Bee Hive," and afterwards to the Wiggins building on Rocky Hill. The first month's receipts were only about $56, and for some time the amount of business done was so small that only one operator was required to transmit all the messages.

On July 12th, 1849,* riots again occurred in Saint John. As the Orange procession was passing Rankine's bakery a number of guns were fired, upwards of fifty shots were heard, which resulted in the death of at least a dozen persons. The military were called out, and were kept standing at ease in the Market Square. A field-piece was drawn up by a Company of the Royal Artillery at 10 P. M. and placed at the foot of Dock Street, to be ready in case of emergency to rake the entire street. In this year one of the permanent ornaments on King Square was a gallows.

The congregation of St. David's Church was organized in 1847 in connection with the Free Church of Scotland. The first pastor was the Rev. John Thompson, A. M., and subsequently D. D. For some time after the congregation was organized, services were held in St. Stephen's Hall on the corner of King Square and Charlotte Street. The building is still standing, and is occupied by D. Breeze, Esq., and others as a place of business. On the 15th of August, 1849, the foundation stone of a church—the wooden structure, with which the residents of St. John were for many years familiar—was laid with appropriate ceremonies. Old St. David's was erected upon the same site upon which the new church now stands, a fine sightly position, having a frontage on Sydney Street of 100 feet, and extending westward 200 feet.

* *News*, July 13th, 1849.

The old structure was of wood 60 x 80 feet, with an extension 40 x 45 feet, which was used as a Sunday School. The old edifice was rather an imposing building, and its spire, which reached a height of 120 feet, made it quite conspicuous among the churches of old St. John.

On Monday night,* February 26th, 1849, the famous King Street fire broke out in Lawrence's building on King Street. The Commercial hotel, then kept by the late Israel Fellows, father of James I. Fellows, Esq., was destroyed. Mr. Ansley's new and valuable grist mill, and about forty houses altogether, were destroyed by the fire. A flake of fire lodged above one of the pillars of the cupola of Trinity Church, and soon the whole tower and cupola were enveloped in flames, and finally had to be pulled down in order to save the church. Pilot Mills† climbed to the cupola and secured the fastenings by which it was to be pulled down, while a number of persons worked with saws, axes, and buckets of water, so that it was after a good deal of labor brought to the ground. By this means the main body of the church was saved.

In the following month there was another great fire at York Point, in which about a hundred houses were destroyed. On the 12th of July of this year riots, with loss of life, occurred in our city, growing out of religious differences. The 28th of July was the date of a public meeting held in Saint John to consider the depressed state of the Province. At this meeting the Colonial Association was formed.

About the year 1850 a second attempt was made to bridge the Falls: the site chosen was about a hundred feet north of the present bridge. "A stray Hoosier found his way to St. John with a new principle in his head. He was going to astonish the natives by giving them a bridge built

* *News*, February 28th, 1849.

† Stewart's History of the Great Fire of Saint John, page 17.

of deals, one deal to lap another perpendicularly, each projecting four feet beyond the previous one laid." All that he required was deals enough, so several of our public spirited citizens kept him supplied. After building out 100 feet over the boiling pot below, he one fine morning discovered that his bridge was beginning to cant or show a downward tendency. He was "off in the next boat," and has never since been heard of in St. John.

CHAPTER XI.

St. James' Church; Water carriers; The first Industrial Exhibition; The Suspension Bridge; The old Fire Bell-tower; The Block-house removed; Trade of St. John in 1851-2; The first Sod of the E. & N. A. Railway turned; The St. John Water Company transfer their property to the City; Earthquake; Corner stone of Carleton Presbyterian Church laid; Canterbury Street opened; N. B. Telegraph Co.; E. & N. A. Railway opened; The Dramatic Lyceum; Fire in Portland; Disciples of Christ; Old Trinity enlarged; Leinster Str't Baptist Church organized; Rejoicings on account of laying of Atlantic Cable; St. Jude's Church, Carleton; Dominion Savings' Bank.

THE Parish of St. James was set off from that of Trinity in the year 1852, but the church building was erected in the summer of 1850 by the congregation of Trinity Church. The dividing line between the two Parishes was Queen Street. The first Rector of the church was the Rev. John Armstrong, who was succeeded by his son, Rev. Wm. Armstrong, who remained in charge until he was succeeded by the present clergyman, Rev. O. Troop in 1882. The first building—of which Mr. Stead was the architect—was of the Gothic Cruciform style of architecture, without a tower, and was constructed of wood. This building was destroyed by the great fire of 1877, and was replaced by the present substantial structure of stone. The first Wardens were the late Messrs. John M. Robinson and William Wright.

In October, 1850, there were six hand fire-engines in use in St. John; a new engine, hose cart, and 1000 feet hose having been purchased in that month. On Nov. 1st, 1850, the Waverley hotel on King Street was opened by Mr. Williams.

It was the custom in Saint John, up to 1850–1, to carry

around water for sale. It was known as tea water, and was used principally for cooking. The last waterman was James Armstrong: he took the water from what was known as the "Dole well," which was between Carmarthen and Wentworth Streets, underneath where C. H. Peters' hay store now stands on Union Street. The price charged was a half-penny per pail,—most families of moderate size taking from two to five pails per day.

On September 9th, 1851, the first Industrial Exhibition ever attempted in St. John was opened under the auspices of the St. John Mechanics' Institute. An exhibition building was erected for the occasion, which was 120 feet in length, 65 feet in breadth, and 30 feet in height inside. The architect of the building was Mr. Stead, and the builder was Mr. Cochran. On the following day, September 10th, the introduction of water works into the City was publicly recognized by means of a procession which was nearly a mile in length, and which consisted of three bands, the various trades, societies, etc. The water was turned on at the abideau by His Worship the Mayor, and at the fountain in King Square, which was then used for the first time, by the Lieutenant Governor.

In October, 1851, the suspension bridge across the River St. John near its mouth, was commenced. The projector was W. K. Reynolds, Esq. On Sunday, November 28th, just after the chains had been thrown across, a young man from Carleton, a carpenter by trade, walked across from Carleton to St. John on one of the chains. The bridge is supported by ten wire cables, five on each side, each cable containing three hundred wires, which were all boiled in linseed oil before being laid together. The distance between the towers is 630 feet, and the length of the cables is 1030 feet. The towers, which are of Spoon Island granite laid in cement, are 53 feet in height. The width of the roadway

between rails is 23 feet; and the weight of the roadway, including cables between towers is 145 tons. The whole length of wires used in the construction is 600 miles. The anchorage consists of 40 bars of 4¼ round iron, inserted into the solid rock at right angles to the cables, 8 feet in depth, and all vacant space filled with molten lead. The total cost of the bridge was $80,000.

The old Bell Tower which stood at the head of King Street until it was swept away by the great fire of 1877, was erected in 1851, and the large bell which for years tolled the fire alarm was cast in 1852, and came from Meneely's, West Troy, New York. Before that day, men struck a gong from a scaffold on King Square whenever there was a fire.

Up to 1852* a Block-house stood on the south-eastern corner of King Street east and Carmarthen Street, but at a meeting of the Common Council and the Ordnance Commissioner held on Thursday, July 22nd of that year, it was agreed that the Block-house was to be removed.

To give some idea of the business done in St. John in 1851–2, I give the following statistics: The lumber floated down the river to St. John in 1852, included 100,000 tons sawed white pine, 10,000 tons hackmatack, 50,000,000 white pine logs, 20,000,000 spruce logs, 50,000,000 feet pine boards, 15,000,000 shingles, 5,000,000 clapboards, to a total value of $389,000. The imports for 1851 amounted to $647,333; the exports to $514,026. In 1852, the whole number of vessels arriving at Saint John was 1740, in all, of 334,267 tons burthen; and clearing, 1746, of 362,917 tons. The number of vessels built at St. John in 1851 was 72, in all, of 37,607 tons; and in 1852, 87 of 45,123 tons. On December 31st, 1851, 518 vessels were owned in St. John, of 94,810 tons. To the total of exports given above, ought to be added $160,000 for 21,730 tons shipping sold abroad. The extent

* Saint John *News*, July 26th, 1852.

of travel which centred in St. John in 1851 may be imagined from the fact that 50,000 people were carried by steamer on the single route from St. John to Fredericton.

On the occasion of the turning of the first sod of the European and North American Railway, September 10th, 1853, a grand procession of trades, fire companies, Free Masons, etc., with five bands paraded the city. The procession was one hour in passing any given point, and was two miles in length walking four abreast. The first sod of the railway was turned by Lieutenant Governor Sir Edmund Head. In the evening there was a grand display of fireworks and a ball.

At the Falls, near St. John, is one of the largest beds of Plumbago in America, which has been successfully used for manufacturing "British Lustre," and for preparing moulds for iron castings. In 1853, about 90,000 pounds were exported from it. There are also large deposits of gypsum in St. John County. Good marble is found near St. John and Musquash.

In 1854, St. John was again visited by the Asiatic cholera.

In April, 1855, an Act was passed to allow the St. John Water Company to transfer their property and works to the City Corporation and Sessions. This step was deemed prudential for many reasons, the chief of which was the great difficulty the Company experienced in running the water and sewerage systems separately. The conveyance was made. The Act authorized the Commissioners to issue debentures bearing six per cent. interest, payable half yearly, and redeemable at periods not exceeding forty years from their date. Two of the Commissioners, one of whom should be chairman, were to be appointed by the Common Council, and another by the County Sessions. John Sears, Esq., was the first chairman, with the late John M. Walker and John Owens, Esqrs., as Commissioners. The first step taken by

the Commission was the improvement of the works. The dam at Little River reservoir was built higher and stronger, and during the progress of operations on it, it burst twice, and Gilbert Murdoch, Esq., the Chief Engineer, narrowly escaped drowning on one of these occasions. A twenty-four inch main was laid from the reservoir for most of its length, beside the ten inch main put down in 1850. This came across the Marsh Bridge and was connected, along with the twelve inch main running up Brussels Street, to the reservoir; a twelve inch main up Waterloo Street; a twelve inch main which went by the City Road to Portland, and mains which have been put down later. The reservoir in Leinster Street was also thoroughly improved. From this time, improvements have constantly been made, so that now there is hardly a single house of any importance in the city that is not supplied with water from this source.

A public meeting* was held in the Mechanics' Institute in January, 1855, at which Judge Parker presided, in order that the sympathy of the people of St. John might be enlisted in favor of an Orphan Asylum. In the same year an Act of Incorporation was passed by the Legislature. Soon after, a building was secured, and the first orphan was received into the Home in September, 1856.

On February 8th, 1855, a slight shock of an earthquake was felt in St. John. The corner stone of the Presbyterian Church, Carleton, was laid Friday, 19th of September, 1855, by the Hon. John Robertson. This building cost £2,000. In this year also Stubbs' hotel, afterwards the Royal, was opened: the cost of the building, which was four storeys in height, was £10,000. In June, 1856, Canterbury Street was a thoroughfare for the first time.

In 1856, when the lines of the New Brunswick Telegraph Company were leased by the American Telegraph Company,

* *News*, November 27th, 1861.

from whose hands the lease afterwards passed to the Western Union, the office was removed to the Ritchie building, Rocky Hill, where it remained until 1866, when it was removed to Mr. Scovil's premises, where Marshall's Insurance Block now stands, occupying half the building. In 1856, there were only three instruments in use, and during the excitement following the Trent Affair in 1861, when it would be supposed the wires were in constant use, one operator did all the telegraphing.

On March 17th, 1857, the first steam engine on the European and North American Railway was put in motion, and witnessed by an assemblage of several thousand persons. At 3 o'clock the train, consisting of engine, tender, and three cars, left the station and proceeded up the Marsh about three and a half miles, where the rails terminated, accomplishing the distance in about twelve minutes.

The Dramatic Lyceum,* on the south side of King Square, was opened June 15th, 1857, for the first time. At the time of its erection it was the finest building of the kind in Saint John. Its seating accommodation was about nine hundred. It was a cosy and well arranged building, and was one of the most popular places of the kind in the city. A few months previous to the great fire of 1877, by which it was destroyed, the building was sold to the Irish Friendly Society, by whom it was used for concerts, entertainments, etc.

On Friday, September 11th, 1857,† a fire on Main Street, Portland, destroyed $60,000 worth of property. A fine ship of 1500 tons, which was building at Messrs. J. & R. Reed's shipyard, was only saved by the greatest effort. One hundred and fifty families were burnt out.

About 1857‡ the Disciples of Christ (Christians) moved

* St. John *News*, 1857. † Ib., September 14, 1857.
‡ Stewart's History of the Great Fire, page 100.

to the building occupied by them, situated—until destroyed by the great fire of 1877—on Duke Street. Brother Tuttle was the first Pastor of this Church. A few years ago a division took place in this Church, and a new edifice was built at the head of Jeffrey's Hill.

In 1857, extensive alterations and improvements were made in old Trinity; the building was lengthened, when a new tower was built. The internal arrangements of the church continued for the most part unchanged. The pews in the nave were lowered in height, while those in the aisles were left as they were first built. In 1859 the east window was filled with stained glass, which was the gift of Mr. John V. Thurgar.

The corporate body of the Leinster Street Baptist Church was organized in 1858, under the pastorate of the Rev. E. B. DeMill, son of N. S. DeMill, with a membership of sixteen. The church was begun in 1861, and in two months and a half the basement was finished and ready for service. In three years after, the church proper was completed. The cost of this building was $13,000.

Great rejoicings occurred in St. John on September 1st, 1858, in consequence of the successful laying of the Atlantic Cable. The weather here was perfect. "The dim twilight of the morning had hardly given place to the light of day when the booming of cannon and the discharge of fire arms awoke those who were fortunate enough to secure a few hours sleep." There was a Calithumpian turn-out in the morning, the city was decorated with flags, and in the evening the city was illuminated. The procession, although very good, was not equal to the railway celebration of 1853.

In 1858, St. Jude's Church was commenced in Carleton, and a Ragged School was established in St. John. In 1861, the school was held in a small house on Richmond Street, off Waterloo Street. In 1859, the first Mispeck Cotton Mill

was erected, the buildings being heated by steam, and the machinery driven by water power. In 1866, 98,660 yards of cloth of all kinds were manufactured, and thirty men, women and children were employed.

The building formerly occupied as a Savings' Bank was built in the year 1859 by the Saint John County Provident Society, which up to this time had an office in the old Commercial Bank building. In 1872 the Dominion Government took it off their hands, had it thoroughly renovated and changed, and commenced operations in it in 1873 as a Dominion Savings' Bank.

On Wednesday, July 18th, 1860, at 8 o'clock, A. M., the first train ran over the entire route from St. John to Moncton.

CHAPTER XII.

A change of currency in St. John; Visit of Prince of Wales to New Brunswick; Mooring Anchors put down in St. John Harbour; St. Mary's Church opened; The Saint John Gymnasium Company; Fire Department; Victoria Skating Rink; Victoria Hotel; Queen Square; N. B. Historical Society organized; Victoria School House built; Great Fire of 1877.

ON January 1st, 1860, there was a change of currency in St. John from the old system of pounds, shillings and pence, to the decimal currency. A great many persons, however, refused to make the change in their way of keeping their books; so, for several years after that event, several of our leading firms kept their accounts in pounds, shillings and pence, and rendered their bills in dollars and cents.

The visit of H. R. H. Albert Edward, Prince of Wales, to New Brunswick during his progress through the British North American Colonies and the United States, was an occasion of much loyal and patriotic rejoicing. The Prince, after visiting Newfoundland and Nova Scotia, reached Saint John by the steamer *Styx*, from Windsor, N. S., August 3rd, 1860. Here he was received by Governor Sutton with a royal salute and a graceful and appropriate address, and was escorted for a mile to the residence of the late Mr. Chipman, selected for his lodgings, through streets lined with double ranks of enthusiastic but orderly citizens, who, as the carriage passed, fell into line behind it, forming an immense guard of honor. Triumphal arches, waving flags, and playing fountains adorned the streets, and the bells were ringing out a welcome. Within the spacious grounds of the house,

two thousand school children—the boys all in black, the girls all in white—ranged in order, and as the Prince drew near, they greeted him with the National Anthem, and by throwing flowers before him. During the levee at the Court House, the city was splendidly illuminated with lamps and transparencies. All the streets were ornamented, to prepare for the Prince's passage, by arches, flags, and fountains; and when he crossed the river and visited Carleton, the fire companies, in their zeal, unharnessed the horses, and themselves drew his carriage in triumph through the streets.

The cost to St. John of the Prince of Wales' visit, was £764, besides $850 given by the Provincial Government, and exclusive of expenditure on the Court House.

In 1861, mooring anchors were put down in our harbour. They were purchased for the city, by order of the Common Council, by Thomas McAvity, Esq., then Mayor. In this year another census was taken, and the population of the City of St. John proper was 27,317, being an increase of 4,572 in the last decade. The population of the County was found to be 48,922. In November of this year, Parks' Cotton Factory, which then employed about fifty persons, was opened. The first cotton was taken from the loom in this mill on May 13th, 1862.

In 1861,* St. Mary's (Episcopal) Church was opened. It was built by private subscription, amounting to $2,800. The architect was Mr. Stead. In the same year the Police Station on Chipman's Hill was in course of construction.

In the summer of 1863 the St. John Gymnasium (joint stock) Company began building the Gymnasium, which was located opposite Saint John's Presbyterian Church, King Street east. Its dimensions were 40 x 80. The cost was a little over $5000. The building was heated by steam, well

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lighted by gas, and neatly and tastefully arranged, containing bath-rooms, parlors, drawing-rooms, etc. The first President was John W. Cudlip, Esq. The affair did not pay, however, and after a few years the building was sold.

The system now in use by the fire department of this city was organized in 1864. Previous to this date, there were in use six hand engines and one hook and ladder truck, the Companies which worked these machines having disbanded a short time previously, The present system of fire alarm was first put up in 1867, and was placed in the hands of the city on the 25th of December in that year.

The Victoria Skating Rink was erected in 1864, and the first Provincial Exhibition that was held in Saint John was opened in that building on October 7th, 1867. The Wiggins Male Orphan Institution was instituted in 1867, and was founded by the late Stephen Wiggins. The building was opened July 1st, 1876, and erected at a cost of $80,000. This building was destroyed by the great fire of 1877, and was subsequently replaced by a building very similar in size and style.

The spacious hotel which stood on the corner of Germain and Duke Streets, and which was known as the Victoria, was commenced by a Joint Stock Company in 1870. It was opened for business July, 1871, with Mr. B. T. Creagen as Manager, and the following Board of Directors: Otis Small, Esq., President; John Magee, A. C. Smith, John McMillan, and Wm. F. Harrison, Esquires. The hotel building cost $165,000, and furnishing $75,000. In the fall of 1873, the Victoria Hotel Club assumed control, and Mr. John Edwards was appointed Manager. At the time of the great fire of 1877, which destroyed this handsome building, the hotel was under the management of Mr. George W. Swett.

In 1871, quite an extensive fire occurred in the block to the northward of King Square, by which sixteen houses and ten barns were burnt.

In 1874, the substantial railing of iron and granite which now encloses Queen Square, was erected. Previous to this time the Square was surrounded by a dilapidated wooden railing, which was originally a good deal similar to that enclosing the old Burial Ground. The fence had supplied some of the inhabitants of that quarter of the city with kindling wood for a couple of years, until at last the Common Council determined to erect something that would not be so useful for lighting fires, so the result was the present substantial structure. Still, I grieve to say, it does not prevent some of our public spirited citizens, who are fortunate enough to possess cows or horses, from turning their animals out to pasture on the Square during the summer and autumn. I have myself counted one horse, two cows, and seven goats in a single day, grazing on this beautiful piece of verdure, undisturbed, save by the numerous curs which frequent that neighborhood, or by some children on their way home from school, who chase them for their own amusement.

On Wednesday, September 9th, 1874, a meeting was held in the Directors' room of the Mechanics' Institute for the purpose of organizing a New Brunswick Historical Society. This was done, and at a subsequent meeting held on Nov. 24th of the same year, the Constitution and By-Laws were submitted and adopted.

The Victoria School House, which was a solid brick building, was begun in the spring of 1875, and was occupied in May of the following year. The architects were Messrs. McKean & Fairweather, under whose supervision the building was erected by Messrs. Flood and Prince. The cost of the building was $46,000, and the heating apparatus, in which over five miles of pipes were used, cost $4,000.

On Wednesday the 20th of June, 1877,* St. John was

* Stewart's History of the Great Fire of Saint John.

visited by one of the most destructive fires of modern times. It was more calamitous in its character than the terrible conflagration which plunged portions of Chicago into ruin, and laid waste the great business houses of Boston a few years ago. In a relative sense, the St. John fire was a greater calamity, and its people for a time suffered sterner hardships. The fire in the large American cities was confined to certain localities, but in St. John an immense area of territory was destroyed in the incredibly short space of nine hours, and fully two-fifths of the entire city was laid in ashes, and one thousand six hundred and twelve houses levelled to the earth. Two hundred acres were destroyed. All that part of the city south of King Street,—regiments of houses, stores, and public buildings were burned, and the fire was only stayed when the water-line prevented its going further. The boundary of the burnt district followed a line on the eastern and northern sides of Union Street to Mill Street, Mill Street to Dock Street, northern and eastern sides of Market Square, centre of King Street to Pitt Street, Pitt Street to its junction with the water; thence around by the harbour line to the starting point. The Great Fire—for we must distinguish it by that title, since in vastness it overpowers all similar calamities which have befallen St. John—originated in the late Joseph Fairweather's building, York Point, Portland, at 2.30 on Wednesday afternoon, 20th of June. All efforts of the firemen were checkmated at every turn by the fierce north-west wind, which was blowing a perfect gale. In a few minutes the fire spread with alarming rapidity, and houses went down as if a mine of powder had exploded and razed them. The wind lifted from the roofs immense brands and sparks, and by 3 o'clock the city was in flames at a dozen points. Lower Cove was on fire, and the dryness of the houses rendered them as useless to withstand the blaze as bits of paper would have been. The

engines were powerless, and the firemen, though they worked like heroes, availed but little. It was a fight of water and human endurance against fire, and the fire prevailed in the end. As nearly as can be ascertained, the entire destruction throughout the city reached upwards of twenty-seven millions of dollars. The number of people rendered homeless foot up to about 13,000, and the number of families to about 2,700. The insurance on merchandise, furniture, and buildings, amounted in the aggregate to about seven millions of dollars. Of this sum the North British and Mercantile Insurance Company paid nearly a million of dollars, their loss being the greatest of any of the twenty-three Companies then doing business in St. John.

This fire was the last important event in the history of St. John, so here I will bring this work to a close, and will only add, that I have endeavored, as far as I possibly could, to give a fair and impartial record of the events of our City's history, and I hope that due examination of this work will prove that this endeavor has not been altogether a failure.

APPENDICES.

APPENDIX A.

THIS letter was written by Thomas Gorges to Governor Winthrop of New England, at the time LaTour went to Boston for aid against d'Aulnay, who was besieging his fort at the St. John. It has been preserved by Hutchinson in his "Original Papers," and is also to be found in "Hazard's State Papers," Vol. 1, page 498.

"PISCATAQUAKE, 28th June, 1643.

"Right Worthy Sir,—I understand by Mr. Parker that you had written to me by Mr. Short, which as yet I have not received. It cannot be unknown to you the fears that we are in since LaTour's promise of aid from you, and I doubt not only those parts which are naked, but all N. E. will find D'Aulnay a scourge. He hath long wayted (with the expense of neer £800 per month) for the apprehending of this supply, and if all his hopes shall be frustrated through your ayd, you may conceive where he will seeke for satisfaction. If a thorough worke could be made that he might be utterly extirpated, I should like it well; otherwise, it cannot be thought but a soldier and a gentleman will seeke to revenge himself, having 500 men, 2 shipps, a galley and three pinnaces well provided. Besides, you may please to conceive in what manner he now besieges LaTour. His shipps lie on the S. W. part of the Island at the entrance of St. John's River, within which side is only the entrance for shipps; on the N. E. lie his pinnaces; It cannot be conceived but he will fortify the Island, which will debar the entrance of any your shipps, and force them backe, shewing the will, having not the power to hurt him. I suppose I shall leave for England in this shipp. I am not as yet certayn, which makes me forbear to be large at this tyme, or to desire your commands thither. Thus in haste I rest.

"Your honouringe friend and servant,

"THO. GORGES."

APPENDIX B.

THE following is part of a mortgage given by LaTour, of his Fort, to Gibbons, for money advanced to aid him against D'Aulnay. The document is among the records in the Record Office of Suffolk County, Massachusetts, and is copied in Hazard's State Papers, Vol. I., page 541. It is dated the 13th May, 1645:

"This Indenture made between Sir Charles St. Stephen, Lord of LaTour in France, and Knight Baronet of Scotland, of the one part; and Sergeant Major Edward Gibbons of Boston in New England, Esq., of the other parte, Witnesseth, that the said Monsieur Lord of LaTour for and in consideration of the full sum of £2084 to him the said Monsieur in hand paid by the said Sergeant Major Edward Gibbons, and also for divers other good causes and considerations him the said Monsieur hereunto especially moving, hath granted, bargained, sold, enfeofed and confirmed, and by these presents doth grant, bargain, sell, enfeof and confirm unto him the said Sergeant Major Edward Gibbons, his heirs and assigns, all that his fort called Fort LaTour and plantacon within the northern part of America, wherein the said Monsieur together with his family hath of late made his residence, situate and being at or near the mouth of a certain river called by the name of St. John's River; together with the ammunition and weapons of war or instruments of defence and other implements, necessaries, and utensils there used, or belonging to the same Fort or plantacon as they are contained and specified in an inventory hereunto annexed."

APPENDIX C.

From Murdoch's History of Nova Scotia.

PEDIGREE OF THE FAMILY OF LATOUR.

Claude Thurgis de Saint Etienne, sieur de LaTour. His son was Charles Amador de LaTour, who by his first marriage had children, viz.: Jeanne, born 1626, married to

Martin d'Aprendistique, and sons. In 1653, Charles Amador de LaTour married Jeanne Motin, the widow of M. d'Aulnay, of which marriage five children survived, viz.:

Marie,	born in	1654
Jacques,	"	1661
Charles,	"	1664
Anne,	"	1664
Marguerite,	"	1665

1. Marie was married to Alexandre le Borgne de Belleisle. Their children were:

Emanuel,	born in	1675
(*a*) Marie,	"	1677
(*b*) Alexander,	"	1679
Jeanne,	"	1681

And two more.

In 1703 M. de Belleisle was dead, and his widow had seven children, of whom two sons and one daughter were married, and had issue.

(*a*) Marie le Borgne was married to Louis Girouard, dit le Ru. They had children, viz.:

Louis Girouard,	born in	1705
Mary Ann Girouard,	"	1707
Pierre Girouard,	"	1718
Cecile Girouard,	"	1721

(*b*) Alexandre le Borgne was married to Anastatia St. Castine, 4 December, 1707.

(*c*) Anne le Borgne was married to Jean de Fonds 5 March, 1707. They had children, viz.:

Joseph de Fonds,	born in	1708
Michael de Fonds,	"	1710

2. Jacques de LaTour, born 1661. (Died about 1699.) Was married to Anne Melancon. They left four children, viz.:

(*a*) Agatha de LaTour, who was married firstly to Lieutenant Edmond Bradstreet, by whom she had a son, Jean Baptiste Bradstreet, born 21 December, 1714. She was married again to Ensign James Campbell, and became again a widow.

(*b*) Anne Marie de LaTour, who was married 1 September, 1712, to Jean Baptiste Porlier, by whom was born Claude Cyprien Porlier, born 27 April, 1726.

(*c*) A son.

(*d*) Jeanne de LaTour, married 19 November, 1703, to Jacques Pontif, Chirurgien. Their daughter, Jeanne Pontif, was baptized 9 November, 1706.

3. Charles de LaTour, born 1664; was unmarried in 1703.

4. Anne de LaTour, born in 1664; who was married to Jacques Muis, sieur de Poubomcou. In 1686 they are stated to have three boys; and in 1707, to have four sons and five daughters: of which children—

(*a*) Jacques d'Entremont, in 1723, was married to Marguerite Amiraut.

(*b*) Phillipe d'Entremont married Therese de St. Castin 4 December, 1707.

(*c*) Anne d'Entremont married Ensign de Saillan 18 July, 1707.

(*d*) Jeanne d'Entremont, married to M. de Chambon 11 February, 1709.

(*e*) Charles d'Entremont married Marguerite Landry 1 September, 1712. They had a son, Charles, born 1716.

(*f*) Joseph d'Entremont married Cecile Boudrot 14 October, 1717. They had a son, Joseph, born in 1719.

Marie Muis, daughter of Jacques Muis and Anne St. Etienne, was married 12 January, 1705, to Francoise du Pont du Vivier.

5. Marguerite de LaTour, born 1665, who was married to Abraham Muis, dit Plemarch, or Pleinmarais. In 1703 she was a widow, and had seven children living. June 27, 1705, she was again married to Sergeant J. F. Villate. The children of Marguerite, by her first husband, Abraham d'Entremont—Marguerite, born 1681; Charles, born 1683; Phillipe; Madelaine (married April, 1707, to J. F. Channiteau); Marie Joseph (married to Rene Landry October, 1717); Anne, buried in 1704, at 6 or 7 years; and another child.

APPENDIX D.

THE following original letter and invoice were presented to Abraham Gesner, Esq., by James White, Esq., formerly High Sheriff of Saint John. A copy of it is to be found in Gesner's History of New Brunswick:

"*To the chief Captains and principal Indians of the River St. John:*

"Brethren,—I am much concerned I cannot see you as I intended on the 25th of this month; but Major Studholm will meet you for me, who will tell you the sentiments of my heart.

"Brethren,—King George wants masts for his ships, and has employed people to provide them on the River St. John, depending on you to protect the workmen in cutting them and conveying them to Fort Howe.

"Brethren,—The Governor sends you some presents, which Major Studholm will deliver to you. They are intended to bind fast your promise that you will protect the mast-cutters.

"Brethren,—King George, my gracious master, has sent me a large quantity of presents for you: they are now on the water on their way to Halifax. When they arrive, I shall deliver them to you in person.

"These presents the King gives you for delivering up to me the treaty you had entered into with the Council at Boston.

"I salute you, and am your affectionate brother,

(Signed) "MICHAEL FRANKLIN.

"Windsor, 18th May, 1780."

"Invoice of sundry articles shipped at Windsor, 4th instant, on the schooner *Menaquasha*, Peter Dousett, master, for Fort Howe, by order of Sir Richard Hughs, Commissioner of His Majesty's Navy, to be given as presents to the Indians of the River St. John and its neighbourhood by Major Studholm, in such manner and proportions as he shall think proper, to induce the said Indians to protect the workmen and others in providing masts for the King's Navy, viz.:

50 pair Blankets,	3 pieces White Kersey,
40 Shirts,	60 Milled Caps,
1 piece Blue Stroud,	40 Worsted Caps,
6¾ yards Blue and Scarlet Cloth,	50 Castor Hats,
100 Rings, 200 Flints,	2¾ cwt. Shot,
54 yards Ribbon,	100 yards embost Serge,
2¼ cwt. Shot,	1 barrel Gunpowder.
3 pieces Blue Stroud,	100 Hoes,

1 cask of Wine, sent by Mr. Franklin for the squaws and such men as do not drink rum.

(Signed) "MICHAEL FRANKLIN.

"Windsor, 18th May, 1780."

APPENDIX E.

NAMES OF THE PERSONS WHO DREW LOTS IN PARR TOWN, 1784.

Dock Street, west.

Thomas Leonard, 1
Thomas Barker, 2
Samuel and Daniel Hallett, 3
James Savre, 4
William Harding, 5
Frederick Hawser, 6
John Bedell, 7
Joseph Bedell, 8

Prince William Street, west.

Henry, Thomas, Gerard, Claudius, and Abraham Frost, 9
John Colville and Thos. Whitlock, 10
James Peters, 11
Richard Hulet, 12
William Allen, 13
James Harrison, 14
William Frost, 15
John Camp, 16
Polly Dibble, 17
Colin Campbell, 18
Jacob Bell, 19
Charles Thomas, 20
Matthew Gilford and Abraham DePeyster, 21
Samuel Denning Street, 22
Bradford Gilbert, 23
Joseph Hoyt, 24
Abiathar Camp, Jun., 25
Abiathar Camp, Sen., 26
William S. Oliver, 27
Nahum Jones, 28
Thomas Pagan, 29
John Gorum, 30
Patrick Weldon, 31

East side of Dock Street.

Paul Bedell, 32
Joseph Bedell, 33
Frederick Hawser, 34
William Harding, 35
John Sayre and Family, 36
John Sayre, Jun., 37
George Leonard, Jun., 38
George Leonard, 39

West side of Prince William Street, resumed.

Gilfred Studholm, 40 & 41
John Studholm, 42 & 43
John Knutton, 44
William Knutton, 45

East side of Prince William Street, north.

Ebenezer Bridgham, 46
Thomas Menzies, 47
James Codner, 48
George Dunbar, 49
Benjamin Lester, 50
Daniel Michia, 51
Sarah Ellison, 52
Timothy Clowes, 53
James Peters, 54
Richard ——, 55
Isaac Allen, 56
Walter Chaloner, 58
William Lewis and Jno. Ryan, 59
Fyler Dibble (the heirs), 60
Colin Campbell, 61
William Kingston, 62
John Smith, 63
Constant Conner, 64
Samuel Denning Street, 65
Amasa Arnold, 66
James Proud, 67
Anthony Narraway, 68
Abiathar Camp, Sen., 69
Wm. Sanford Oliver, 70
Joshua Santaeroix, 71
Thomas Pagan, 72

John Lyan, 73

West side Germain Street, south.

Benjamin Anderson, 74
Stephen Hustace, 75
Simon Jones, 76
Nahum Jones, 77
Turtilius Dickenson, 78
John McKee, 79
Edward Winslow, 80
Christopher Hatch, 81
Richard Carman, 82
Patrick Kennedy, 83
Frederick D. Payston, 84
Samuel Clowse, 85
Samuel James, 86
Munson Jarvis, 87
Bartholomew Crannell, 88
Isaac Lawton, 89
Thomas Bean, 90
Charles Harrison, 91
Thomas Horsfield, 92
Benjamin Lester, Sen., 93
James Ketchum, 94
Oliver Arnold, 95
Samuel Dickenson, 96
Catherine Kautsman, 97
Sarah DeVeber, 98
Gabriel DeVeber, 99
John DeVeber, 100
Samuel Hallett, Jun., 101

East side, coming North.

Abraham DePeyster, 103
Richard A. Mitchell, 104
John Clewitt, 105
Wm. Seamon, 106
Anthony Egberth, 107
Solomon Willard, 108
George Bennisen, 109
James Horsfield, 110
Thomas Lester, 111
Major J. Coffin, 112
John Cochrane, 113
Garret Clopper and Peter C. Waterbury, 114
Gabriel DeVeber, 115
Walter Dibble, 116
Frederick Dibble, 117

Robert Wilson, 118
Augustus Provost, 119
Gerardus Clowse, 120
Edward Edwards, 121
David Blair, 122
Robert Murray, 123
Samuel Clayton, 124
Samuel Moor, 125
Vessa Merchant, 127
George Andrew, 128
Joseph Bunce, 129

West side of Studholm Street, south.

John Bentley, 130
George Harris, 131
Isaac Deboise, 132
James Farechild, 133
——— Murray, 134
Daniel Murray, 135
Peter Grim, 136
Elizabeth Heller, 137
Wm. Secord, 138
John Clowse, 139
John McGill, 140
G. C. Coffin, 141
James Kirr, 142
Fitch Rogers, 143
Francis Dominick, 144
N. Rogers, 145
James Fulton, 146
William Huggerford, 147
Casper Dalivick, 148
Peter Huggerford, Jun., 149
Peter Huggerford, Sen., 150
John Beardsley, 151
Stephen Bedell, 152
Peter McLean, 153
John Gemmel, 154
Richard Walker, 155
Elisha Davis, 156
Haws Hatch, 157

East side, north.

Thomas Whitlock, 158
John Colvill, 159
William Dave, 160
John Ablenus, 161
Thomas Welsh, 162
Christopher Robertson, 163
James Dickenson, 164

William Hubbart, 165
John Watson Wright, 166
Wm. Anderson, 167
Shubal Stevens, 168
Isaac Bell, 169

West side of Sydney Street, North E. corner of Queens Square, com.

G. L. Menzies, 170
Lydia Chase, 171
Jonathan Williams, 172
Wm. Underhill, 173
Wilmot Veal, 174
Andrew Stockton, 175
Charles Thael, 176
Walter Campbell, 177
Duncan McKay, 178
Solomon Stevens, 179
Nathan Horton, 180
Henry McGibbons, 181

East side of Carmarthen Street, at Charlotte Street.

Benjamin and Hugh Knight, 182
Andrew McCann, 183
Edward Murray, 184
Nath. Munday, 185

West side of Carmarthen Street, at Stormont Street.

Thomas Hanford, 186
Richard Partelow, 187
Joseph Alward, 188
Simon Stevens, 189

East side of Charlotte Street, south.

Charles Matthewson, 190
John Ross, 191
John McKay, 192
Hugh McKay 193

Pitt Street, Cmst. at South side Stormont Street.

Crayton McCrea, 194
Caleb Howe, 195
William Atkinson, 196
Richard Holland, 197

East side of Pitt Street, on S. S. of Charlotte Street.

Angus McDonald, 198
Alexander McLannon, 199
Hugh McCinley, 200
Duncan McCrea, 201

South side of Union Street, at N. E. corner of Prince Wm. Street.

Amos Botsford, Esq., 202, 203
Major Thomas Barkley, 204
Joseph Wintworth, 205
Bazil Jackson, 206
John Beatie, 207
Daniel Hallett, 208
Samuel Hallett, 209
Samuel Hallett, 210
Caleb Jones, 211
Joseph Hallett, 212
Susannah Fullerton, 213
David Rouse, 214
Edward Philps, 215
Jonathan Sterling, 216
James Henly, 217
James Love, 218
Isaac Cullen, 219
Henry White, 220
Thomas Young, 221
Lewis Townsend, 222
John Noble, 223
Joseph Swift, 224
Ross Currie, 225
James Eccles, 226
John Cristall, 227
Moses Holt, 228
Caleb McKenzie, 229
Stephen Potts, 230
Wm. Kean, 231
Moses Hallett, 232
Walter Stenart, 233, 234
William Shortly, 235
William Kelly, 236
James Ellis, Jun., 237
Peter White, 238
George Blair, 239
Daniel Ross, 240
Charles Perry Williams, 241
Wm. McElroy, 242
Daniel McDougle, 243
David Bruce, 244
Alexander McDonnald, 245
John Peblis, 246
James Cameron, 247

Donald McKenzie, 248
John McKenzie, 249
James McNab, 250
James Ross, 251
Andrew Sproul, 252
George Pebbles, 253
Robert McKay, 254
Daniel McKay, 255
Daniel McLeod, 256
John Frazier, 257
Henry McKay, 258
Wm. McPherson, 259
Wm. McKay, 260
Francis McKay, 261
John Sutherland, Jr., 262
Daniel Robertson, 263
John Waaer, 264
John Sutherland, 265

To the end, no name, which ends 275 North East Corner Elliot Row.

No name from above until No. 284.
Jonathan Packan, 285
Sarah Granger, 286
Tunis Vanpelt, 287
William Humphrey, 288
Edward Taylor, 289
John Mercer, 290
Davidson Hartshorn, 291
Stephen Coll, 292
David Dunham, 293
Sarah Vanpelt, 294
Andrian Lesserge, 295
Isaac Ingham, 296
Thomas Craddock, 297
Thomas Melvell, 298
John McRobert, 299
Aswold Alwood, 300
Isaac Dunham, 301
Thos. Tilton, 302
Cornelius Wynnott, 303
James Ripley, 304
John Greenwood, 305
John Dunham, 306
Stephen Kent, 307
Oliver Taylor, 308
John Forde, 309
Joseph Scribner, 310
John Brown, 311
Luther Evarts, 312
Joseph Clarke, 313
Nehemiah Clarke, 314
William Hawley, 315
Nicholas Egan, 316, 317
Clement Lucas, Jun., 318
Clement Lucas, Sen., 319

South side, West end Elliot Row.

Lewis Abstone, 320
Nathaniel Johnston, 321
Hugh Brown, 322
Thomas Butler, 323
John Dane, 324
Rachel Kent, 325
James Butler, 326
John Pray, 327
Peter Kane, 328
George Pack, 329
John Gould, Jun., 330
Peter Thornton, 331
Mary Stilwell, 332
Samuel Rudolph Brash, 333
Henry Hoight, 334
Rimbin Decker, 335
Mary Harden, 336
Isaac Bogart, 337
Wm. Bedell, 338
Daniel Putnam, 339
Catherine Gould, 340
Abraham Gould, 341
Thomas Milligan, 342
Joseph Alwood, 343
Cornelius Marsh, 344
No name to the end 352

North side, East end Great Georges Street.

Thomas Williams, 353
No name, 354
Walter Fowler, 355
Aaron Fowler, 356
No name to 362
Philip Shepherd, 363
Conrad Renol, 364
Edward Ellis, 365
Wm. Naylor, 366
Wm. Springer, 367
Finlay McCaskill, 368
Christopher Hind, 369

Wm. Hamblin, 370
Hugh Kain, 371.
Andrew Joslin, 372
Thomas Leach 373
Paul Beardsley, 374
Charlotte Wiggins, 375
Rachel Chichester, 376
Benjamin Allen, 377
James Davison, 378
Abraham Pettinger, 379
Jacob Till, 380
John Allbright, 381
David Cable, 382
Mathias Stocker, 383
Lewis Shambier, 384

North side of King Street, East end.

Thomas White, 385
William Chase, 386
Sylvanus Whitney, 387
Sarah Bucklon, 388
Seth Seely, 389
Patrick Rodgers, 390
Robert Wood, 391
Isaiah McCarty, 392
William Ryan, 393
James Sutter, 394
James Stoddard, 395
Robert Hicks, 396
Thatcher Sears, 397
Sam'l Dickinson and Rich'd Squires, 398
James Innis, 399
Charles Loosley, 400
George Manning, 401

South side of King Street, west.

Charles McPherson, 402
Thomas Mullin, 403
Alexander Reed, 404
John Durney, 405
John Portivus, 406
Gerardus Clowse, 407
Drummond Simpson, 408
Jeremiah Regan, 409
Dinnis Combs, 410
Thomas Fowler, 411
John Ward, 412
James Carrington, 413
Thomas Collins, 414
Mordica Lester, 415
Jacob Lester, 416
Robert Melvin, 417
Peter Gaynor, 418

South side of Great Georges Street, west.

Cornelius Fowler, 419
Robert Sneeden, 420
Thomas Dawson, 421
William Stringham, 422
Able Sand, 424
Robert Sand, 425
Dougald Campbell, 426
Allen Cumming, 427
Francis Crannel, 428
Wm. West, 429
Daniel McKay, 430
Mary Crannell, 431
Wm. Founds, 432
John Ray, 433
Mary Lawton, 434
Mary Lawton, 435
William Ashford, 436
Arthur Maddock, 437
No name, 438
Foster Hutchinson, 439
Foster Hutchinson, 440
Ishmael Catle, 441
Hugh Murray, 442
Moses Simpson, 443
Lewis Barry, 444
Nancy DeVeber, 445
Ensign Francis DeVeber, 446
No name to the end at 450

North side of Leinster Street, east.

No name to 455
Henry Notman, 456
No name to 461
John Hicks, 462
——— ———, 463
John Baker, 464
James Crabb, 465
Joseph Tomlinson, 466
James Nanwaning, 467
No name to nor for 474
Henry Dyer, 475
John Smith, 477

Wm. Benson, 478
Joana Ruland, 479
Alexander McIntosh, 480
Thos. Cheser, 481
George Dawson, 482
Alexander Boyne, 483
Joshua Sumerl, 484
Isaac Geldin, 485
Robert Potter, 486
Wm. Kerney, 487
Edward Kahee, 488
James Thain, 489
James Spence, 490
John Stinson, 491
Jasper Pretty, 492
John Cornelianson, 493
James Whitehead, 494
Thomas Mallard, 495
Samuel Nicklin, 496
Joshua Proctor, 497
David Mercereau, 498
John Camp, 499
Sall Mathews, 500

South side of Leinster Street.

Patrick Blanchwills, 501
John Forsyth, 502
Elizabeth Webster, 503
Robert Ferguson, 504
Henry Cane, 505
William Belman, 506
Daniel McGrigor, 507
John Hamson, 508
John Lumbdon, 509
Daniel Morrel, 510
Jordan Cook, 511
Thomas Lawton, 512
Bartholomew Senior, 513
Lawrence Lawson, 514
Wm. Smith, 515
John McCraw, 516
Nathaniel Smith, 517
No name to nor for 519
John Smith, 520
Ezekiel Jewel, 521
No name to nor for 525
Stephen Pouley, 526
John Smith, 527
Japher Wick, 528
Richard Smith, 529
Abraham Jewel, 530
Samuel Smith, 531
Samuel Langdon, 532
No name, 533
Anna Porter, 534
No name, 535
John Peterson, 536
No name to nor for 538

North side of St. Georges Street, east.

Abraham Vanamber, 539
Christopher Lugar, 540
No name to nor for 542
Ezekiel Cudney, 543
No name, 544
James Tilley, 545
No name to nor for 547
Peter Ferris, 548
No name, 549
Jeremiah Gounce, 550
Christopher Strayton, 551
No name, 552
Joshua Ferris, 553
Joseph Ferris, 554
James Richie, 555
William Speakman, 556
Joseph Peelson, 557
Robert Scott, 558
Andrew White, 559
Frederick Helmick, 560
Catherine Hantyman, 561
Joseph Knuton, 562
Elenor Hawband, 563
Mary Dun, 564
John Crab, 565
Jacob Holder, 566
Charles McLean, 567
Shadrack Chase, 568
Joseph Hazen, 569
William White, 570
Samuel Dowling, 571
John Holder, 572
Silas Alwood, 573
Jacob Pearson, 574

North side of Princess Street, east.

George Woodley, 575
Joseph Drew, 576
Hugh Quigg, 577

William Burtis, 578
James Gaynor, 579
Hugh McKeel, 580
Abraham Banker, 581
Francis Vanderwater, 582
John Ashburn, 583
Hugh Quinton, 584
Abraham Waters, 585
Samuel Hurst, 586
Samuel Thomas, 587
William Bowen, 588
Timothy Peck, 589
Joseph Smith, 590
George Smith, 591
Samuel Lockwood, 592
Oliver Baily, 593
Henry Tisdale, 594
William Tyng, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604.
George McCall, 605
Gilfred Studholm, 606
John Menzies, 607
Thomas Seymour, 608
John Barns, 609
John Gembell, 610
Edward Pryer, 611
Edmond Scott, 612
John Hamilton, 613
Henry Ellis, 614
Walter Thomas, 615
Henry Thomas, 616
Able Fluelling, 617
Amos Moss, 618
John Hitchcock, 619
John Marks, 620
John Waterbury, 621
William Vermillia, 622
David Stephens, 623
David Close, 624
John Kelly, 625
George Kay, 626
Mary ——, 627
William Thomas, 628
Samuel Duffee, 629
Joseph Thorn, 630
William Thorne, 631
William Lorton, 632
Gilbert Pete, 633
John Wiggins, 634

South side of St. Georges Street, east.

James Haddow, 635
James Huston, 636
George Young, 637
William Durie, 638
John McDonald, 639
John Montgomery, 640
Edward Camp, 641
John Davis, 642
David McNamara, 643
John Morrison, Jun., 644
Sarah Webb, 645
Stephen Crab, 646
John Crab, Jun., 647
Joseph Bailey, 648
John Steal, 649
Samuel Combs, 650
Joshua Hardcastle, 651
No name, 652
Anchimas Haviland, 653
No name, 654
Joshua Currie, 655
No name, 656
Adrian Shearman, 657
George Ferris, 658
Jacob Meyer, 659
Garret Dykeman, 660
No name, 661
Richard Curry, 662
David Curry, 663
No name, 664
William White, 665
Nathan Whitney, Jun., 666

North side of Orange Street, east.

No name to nor for 671
Richard Bonsal, 672
No name to nor for 674
Nathan Whitney, 675
William Parker, 676
William Purrell, 677
No name to nor for 679
Duncan Ruthson, 680
No name to nor for 682
Elisha Woolsey, 683
Thomas Whaley, 684
No name to nor for 686
Daniel Dunham, 687

Benjamin Appleby, 688
Morris Woolten, 689
Richard Hateby, 690
John Ferguson, 691
John Taylor, 692
Thomas Honsby, 693
Peter Livong, 694
James Binnington, 695
Charles McGinley, 696
Robert Cairns, 697
John Sutherland, 698
Henry Decker, 699
Alexander Milne, 700
Amos Tuttle, 701
Asbell Stiles, 702
John Adams, 703
George Tucker, 704
Walter McAlpine, 705
Timothy Parker, 706
Mary Campbell, 707

South side of Orange Street, west.

Robert Campbell, 708
Robert Campbell, Jr., 709
Alexander Garden, 710
William Carey, 711
Peter Drost, 712
John Smith, 713
Benjamin Carstin, 714
Isaiah Castin, 715
Burney Harmond, 716
Zachariah Dobbs, 717
John Sickles, 718
William Clinton, 719
Miles Sweeny, 720
Andrew Curtis, 721
John Robinson, 722
Wm. Campbell, 723
Peter McAlpine, 724
Moses Shaw, 725
Francis Bowen, 726
Adam Brown, 727
No name to nor for 729
Jonathan Clews, 730
No name to the end 742

North side of Morris Street, east.

No name to nor for 755
Richard Cantinell, 756
John Orin, 757
Aaron Olmstead, 758
John Murne, 759
James McFarland, 760
William Gerrard, 761
Wm. Scably, 762
Wm. Allison, 763
Jacob Smith, 764
Wm. Burns, 765
Daniel Keef, 766
William Cale, 767
Samuel Burnitt, 768
William Whiting, 769
Christopher Rupert, 770
Shadrach Christy, 771
No name for 772
John Lent, 773
No name, 774
James Wheaton, 775
David Blakeney, 776
Wm. Blakeney, 777
Robert Spence, 778
John Thornton, 779

North side of Duke Street, east.

Anthony Rogers, 780
Joseph Alstine, 781
Elisha Davis, 782
Justice Sherwood, 783
Samuel Clarke, 784
Thomas Quile, 785
Thomas Smith, 786
Lodowick Cypher, 787
Benjamin Lefergee, 788
George Bakter, 789
Uriah Wright, 790
Abraham Higgins, 791
John B. Fullerton, 792
Stephen Thomas, 793
Ezekiel Bramin, 794
Alex. Montgomery, 795
David Holdridge, 796
Wm. Smith, Jun., 797
Benjamin Muirson Woolsey, 798
Joseph Conie, 799
Samuel Hughes, 800
Patrick Daniel, 801
Thomas Fairweather, 802
Samuel Horsie, 803
Thomas Thomas, 804
Iratura Cleveland, 805

John Shaw, 806
Joseph Gilmour, 807
Simon Lugrin, 808
Robert Carlisle, 809

South side of Duke Street, west.

Jasper Stimenson, 810
Miles Cunningham, 811
Michael Dunfield, 812
Patrick McCowen, 813
James Travers and Isaac Dickenson, 814
Joseph Gaucher, 815
Thomas Burden, 816
Andrew Lloyd, 817
John Harney, 818
Moses Greenough, 819
Christopher Lancaster, 820
John Thorp, 821
John Tomlinson, 822
William Harris, 824
William Miller, 825
Richard Gregory, 826
Jonas Carle, 827
John Dan, 828
John Mills, 829
Thomas Castor, 830
Samuel Street, 831
Abijah Waters, 832
Nicholas Bawland, 833
James Birmingham, 834
John Street, 835
Elias Norton, 836
Nicholas Sagurby, 837
Mawrice Fluellin, 838
David Purdy, 839

South side of Morris Street.

William Sickles, 840
John Green, 841
Angus McIntyre, 842
Daniel Bostwick, 843
Dorathy Kingston, 844
Jane Milligan, 845
Thomas Walker, 846
William Cornwall, 847
Thomas Crawford, 848
John Elelsey, 849
Nathaniel Brundage, 850
Caleb Spragg, 851
Micajoh Coombs, 852
Widow Jacobs, 853
Daniel Waters, 854
No name, 855
Daniel Brundage, 856
James Rodgers, 857
No name, 858
Reubin Finch, 859
John Gallaway, 860
No name to or for 874

North Side of Mecklinburgh Street, east.

Mathias Crissie, 875
John McCall, 876
Benjamin Hersan, 877
Mordicai Starkey, 878
No name to or for 881
Peter McCaff, 882
No name for 883
Francis Castilla, 884
Edward Lee, 885
John Gibson, 886
No name, 887
Henry Van Allin, 888
William Van Allin, 889
Justice Earl, 890
Fanny Vanderbelt, 891
John Heslap, 892
Miles Gardner, 893
No name, 894
John Connolly, 895
Lawrence Carr, 896
John Vansciver, 897
Daniel Gillis, 898
Edward Barton, 899
James Philips, 900
John Algee, 901
Thomas Berry, 902
Joseph Beck, 903
Widow Sarah Lester, 904
John Hughes, 905
John Jones, 906
Thomas Peters, 907
George Gardner, 908
James Black, 909

South side of Mecklinburgh Street, commencing west.

Nathaniel Jarvis, 910

William Dunn, 911
Robert Hicks, 912
John Plantain, 913
Alexander Algee, 914
David McLeash, 915
William Cochran, 916
Hugh Mahah, 917
Richard Cole, 918
James Algee, 919
Abraham Day, 920
James Demoree, 921
James Christie, 922
Nicholas Freeland, 923
No name, 924
John Spear, 925
James Taylor, 926
Duncan Cameron, 927
Philip Watty, 928
James Stewart, 929
No name, 930
James Lawrence, 931, 932
John Linch, 933
Simon Demarest, 934
John Camp, Jun., 935
Robert Johnston, 936
Robert Jackson, 937
John Ferris, 938
Ashburn Talbert, 939
No name to nor for 942
Hugh Jones, 943
William Murphy, 944

North side of Queen Street, east.

Major Seafield, 945
David Baney, 946
No name to nor for 948
Casly Hunt, 949
——— ———, 950
Eli Hume, 951
James Debaw, 952
John Matthews, 953
Vincent White, 954
Lewis Frazier, 955
Thomas White, 956
Jonas Culver, Jun., 957
Jonas Culver, Sen., 958
John Turner, 959
Thomas Spragg, 960
Jesse Reynolds, 961
James Barclay, 962
Abraham Barclay, 963
Richard Spreagg, 965
Thomas Harras, 966
Francis Jordan, 967
Stephen Baxter, 968
Andrew Brundage, 969

North side of Queen Square, east.

William Hayton, 970
Henry Gardiner, 971
Jacob Gardiner, 972
Peter Anderson, 973
John Clarke, 974
Arthur Branscome, 975
Stephen Moody, 976
Joshua Brundage, 977
John Tully, 978
Jno. (Giles) Wallard, 979

North side of Queen Street, east.

Charles McConnell, 980
Daniel Smith, 981
Daniel McSheffrey, 982
James Craig, 983
Thos. H. Wagstaff, 984
Peter Shonnard, 985
Elias Wright, 986
William Boyle, 987
George Wheeler, 988
Rynard Wheeler, 989
David Randolph, 990
Laughlan Campbell, 991
Abiather Camp, Jun., 992
Thomas Rogers, 993
David Ives, 994
John Tilton, 995
John Vanwinkle, 996

South side of Queen Street, west.

Thomas Jennings, 997
Ephraim Tisdale, 998
Caleb Mallery, 999
William Wright, 1000
Enoch Supple, 1001
Jonathan Haid, 1003
Edward Major, 1004
Thomas Buston, 1005
Joseph Canby, 1006
David Alstone, 1007
Robert Cunnard, 1008
Michael Stump, 1009

John White, 1010
John Connor, 1011
John Crawford, 1012
James Keif, 1013

South side of Queen Square, west.

Charles Cook, 1014
Thomas Barlow, 1015
John Crawford Peterson, 1016
Noah Turnell, 1017
William Donald, 1018
Wm. Dillon, 1019
Nathaniel Goram, 1020
Elijah Card, 1021
Silvester Hull, 1022
Frederic Shannon, 1023

South side of Charlotte Street, west, commencing east side of Carmarthen.

Henry Fowler, 1024
Weeden Fowler, 1025
James Fowler, 1026
Joseph Anderson, 1027
John Bookhout, 1028
Gilbert Theil, 1029
Josiah Gains, 1030
John Jordan, 1031
James Jordan, 1032
Timothy Daniel, 1033
Charles Peters, 1034
No name to nor for 1038
William Farrel, 1039
Burrows Waddington, 1040
Patrick McNamara, 1041
Nicholas Ald, 1042
James Smith, 1043
No name to nor for 1046
Thomas Freeman, 1047
No name to the end 1049

North side of Stormont Street, east.

William Britton, 1050
James Britton, 1051
Joseph Britton, 1052
John Lambert, 1053
Edward Bailes, 1054
Peter Clement, 1055
John Sheldon, 1056
Robert McCrea, 1057
James Kinghorn, 1058
Thomas Downer, 1060
Rufus Smith, 1061
Ralph Smith, 1062
Wm. Johnston, 1063
Denis Connelly, 1064
Abner Hampton, 1065
Cornelius Johnston, 1066
George Rogers, 1067
John Kennedy, 1068
John Kennedy, Jun., 1069
Wm. Kennedy, 1070
Uriah Drake, 1071
James Worden, 1072
Paul Bampton, 1073
Josiah Brundage, 1074
George Heydicker, 1075
John Crandy, 1076
John McDonald, 1077
James Morehouse, 1078
Wm. Miles, 1079
Jno. McDonnald, Jr., 1080
John Owens, 1081
William Marquester, 1082
Joseph Forrester, 1083
John Moasley, 1084
Thomas More, 1085
Margaret Peel, 1086

North side of St. James Street, east.

Precilla Smith, 1087
David Elmstone, 1088
William Williams, 1089
Stent Raymond, 1090
Moses Gregory, 1091
Wm. L. Roome, 1092
John Sharp, 1093
Robert Craig, 1094
Paul Mercereau, 1096
Alexander Ballentine, 1097
Abel A. Hardenbrook, 1098
William Perrine, 1099
Josiah Patterson, 1100
John Davidson, 1101
Paul Mercereau, Sen., 1102
Philip Earl, 1103
William Compton, 1104
Nathaniel Neil, 1105
Christopher Hargile, 1106
Mary Thompson, 1107

William Mark, 1108
Ansel Bourne, 1109
William Melick, 1110
Luke D. Thornton, 1111
Martin Trecartin, 1112
Thomas Clarke, 1113
Chapman Judson, 1114
Ashur Dunham, 1116

South side of St. James Street, west.

George Younghusband, 1117
Oliver Bourdebt, 1118
Peter McPherson, 1119
Christian Warner, 1120
Isaac Stewart, 1121
Thomas Bulkley, 1122
Hendrick Day, 1123
Francis Young, 1124
Francis Aymar, 1125
Wm. Lenthwait, 1126
Miles Obrin and Job Townsend, 1127
Nathaniel Harned, 1128
Samuel Laydecker, 1129
Samuel Smith, 1130
William Day, 1131
Adino Paddock, 1132
Frederick Devoe, 1133
Conrad Hendricks, 1134
John Day, 1135
Robert Younghusband, 1136
Rachel A. Craig, 1137
John Demill, 1138, 1139
John Clarke, 1140
John Donherda, 1141
Charles Brown, 1142
Jehiel Partelow, 1143
Peter Switrer, 1144

South side of Stormont Street, west.

Daniel Wiggins, 1145
Nathan Smith, 1146
Thomas Smith, 1147
Andrew Heister, 1148
Alexander McDonnald, 1149
John Hammil, 1150
John Chubb, 1151
Thomas Barnes, 1152
David McDonnald, 1153
Gilbert Purdy, 1154
Isaac Haviland, 1155
Sillick Dan, 1156
Francis Noble, 1157
Adiah Sherwood, 1158
Michael Cotter, 1159
David Hatfield, 1160
Daniel Hatfield, 1161
Daniel Ward, 1162
Abraham Hatfield, 1163
Isaac Hatfield, 1164
Thomas Carpenter, 1165
Richard Leslie, 1166
Thomas Coffield, 1167
Samuel Jones, 1168
Ely Branson, 1169
Charles Schorewoolf, 1170
William Smith, 1171
John Hustace, 1172
Daniel McIntosh, 1173
David Purdy, 1174
——— Kane, 1175
——— Whiteman, 1176
Isaac Atwood, 1177
John Miller, 1178
Stephen Stocker, 1179
Andrew Miller, 1180

North side of Great Britain Street.

Joseph Majet, 1181
John White, 1182
Henry Morrison, 1183
Thomas Donoho, 1184
David Cole, 1185
Melanthon Thorn, 1186
George Everts, 1187
George Kigby, 1188
Edward Gardiner, 1189, 1190
John Barberie, 1191
Anthony Alair, 1192
Olliver Barberie, 1193
Gabriel Strange, 1194
John Martin, 1195
Samuel Nichols, 1196
John Watt, 1197
Andrew Nelson, 1198
Jonathan Sherwood, 1199
Charity Geon, 1200
Samuel Tilley, 1201
James Mascaline, 1202
Timothy Huston, 1203

John Mount, 1204
Joseph Tidd, 1205
William Webbs, 1206
Duke Murphy, 1207
Thomas Walker, 1208
Caleb Carver, 1209
Wm. (Baird) Darg, 1210
Absalom Holmes, 1211
James Peck, 1212
Michael Butler, 1213
Richard Edwards, 1214
Donald Campbell, 1215
Joshua Pike, 1216
John Curry, 1217
Thomas Elmes, 1218
Thomas Prout, 1219
Samuel Mires, 1220
Cornelius Dennis, 1221
Alexander Ingles, 1222
James Watson, 1223
William Gray, 1224
Thomas Smith, 1225
John Grindley, 1226
John Williams, Sen., 1227
John Williams, Jun., 1228
Joseph Green, 1229
Andrew Cornwall, 1230
John Paul, 1231
Alexander Clarke, 1232
Hamilton Davidson, 1233
John Kirk, 1234
Thomas Elmes, 1235

West of Germain Street.

Ebenezer Spurr, 1236
John McKay,
John Ross,
Hugh McKay,
Charles Matthews, 1237
James Stewart,
Olliver Bourdett,

South side of Great Britain Street, west.

Market Place, 1238
John Forrester, 1239
John White, 1240
James Olliver, 1241
Matthew Partelow, 1242
Edward Dalzell, 1243
Isabella Wiggins, 1244
Widow Catherine Glasser, 1245
Isaac Taylor, 1246
James Laughton, 1247
John Forrester, Jun., 1248
Rice Raymond, 1249
Elisha Case, 1250
Richard Lightfoot, 1251
Daniel Sickles, Jun., 1252
John Lownsbury, 1253
George Wilson, 1254
James Clarke, 1255
Mary Brown, 1256
Mary Ann Hachet, 1257
Elisha Halsey, 1258
John Crawford, 1259
Abijah Barker, 1260
David McLure, 1261
Lewis Huston, 1262
Samuel Bawne, 1263
Mary, Anna, John, and Dan'l McGibbons, 1264
Thomas Renshaw, 1265
Philip Scureman, 1266
Joshua Brownell, 1267
Henry Traphager, 1268
John Picket, 1269
Jeremiah Worden, 1270
George Brewerton, 1271
Daniel Cameron, 1272
James Brewarton, 1273
Henry Ferguson, 1274
Jacob Smith, 1275
David Newman, 1276
Thomas Fowler, Jun., 1277
Daniel Cummings, 1278
Abraham Bunkerhoof, 1279
Thomas Stanley, 1280
James Higby, 1281
Richard Rogers, 1282
Reuben Williams, 1283
Charles Loosley, 1284
Sarah Lounsberry, 1285

North side of Main Street, east.

Charity French, 1286
Mary Lester, 1287
John Althouse, 1288
George Ewart, 1289
——— McDonald, 1290

Wm. French, 1291
Thomas French, 1292
James French, 1293
Benjamin Walker, 1294
Samuel Aston, 1295
Nathaniel Proctor, 1296
Henry Rodgers, 1297
Elizabeth Rogers, 1298
George Lockwood, 1299
Wm. H. Roome, 1300
David Puntice, 1301
John Watson, 1302
Claudius Charles, 1303
John Boggs, 1304
Wm. Myres, 1305
Mathew Taylor, 1306
Edward Finch, 1307
Robert Wilson, 1308
Robert Reed, 1309
William Lorran, 1310
Benjamin Stanton, 1311
William Cleveland, 1312
Isaac Bostwick, 1313
John Gamble, 1314
Jabez Cable, 1315
Wm. Crawford, Sen., 1316
Wm. Crawford, Jun., 1317
Robert Cook, 1318
Bostwick Brown, 1319
Daniel Sickles, 1320
John Hunt, 1321
George Fought, 1322
Mary Arnior, 1323
Thomas Bosworth, 1324
John Thomas, 1325
Wm. Arrowsmith, 1326
Nicholas Calahan, 1327
Daniel Brown, 1328
Jedidiah Fairweather, 1329

South side of Main Street, west.

William Peters, 1330
Peleg White, 1331
Ebenezer Surly, 1332
Thomas Powers, 1333
John Clarke, 1334
Seth Bryant, 1335
Alexander Menzies, 1336
Hezekiah Lyon, 1337
Thomas Miller, Jun., 1338
James Clarke, Jun., 1339
James Clarke, 1340
John Jenkins, 1341
Denbo Cable, 1342
Wm. Anderson, 1343
Samuel Conklin, 1344
John Marshall, 1345
John Mullins, 1346
James Reed, 1347
Arthur Dingwell, 1348
James Bell, 1349
Robert Adair, 1350
Henry Anderson, 1351
Charles McClean, 1352
David Kenedy, 1353
John Fisher, 1354
Eliza Dunbar, 1355
Josiah Butler, 1356
Edward Neil, 1357
Richard Boyle, 1358
Michael Barlow, 1359
Ichabod Smith, 1360
Girshom Fairchild, 1361
Shubal Smith, 1362
James Blair, 1363
Usal Ward, 1364
——— Cunningham, 1365
——— Cunningham, 1366
——— McMullin, 1367
——— Richardson, 1368
——— Campbell, 1369
Widow Sarah Menzies, 1370

North side of Sheffield Street, east.

John Marsh, 1371
Aaron Place, 1372
Noah Morehouse, 1373
Obadiah Griffin, 1374
Samuel Nash, 1375
Thomas Corey, 1376
Jonathan Mott, 1377
Wm. Place, 1378
Andrew Stevens, 1379
John Jones, 1380
Peter McCarrie, 1381
William Hays, 1382
Solomon Lockwood, 1383
Mathew Morgan, 1384
Richard Marsh, 1385
Stephen Rider, 1386

Casper Effa, 1387
Zaphar Hedden, 1388
John Briggs, 1389
John Hall, 1390
Gorham Hamilton, 1391
David Prentice, 1392
David Leon, 1393
George Henry, 1394
Dugal McPherson, Sen., 1395
Christopher Blades, 1396
Randolph Snowden, 1397
John Cooke, 1398
Forbes Newton, 1399
Benjamin Fairweather, 1400
Michael Frazier, 1401
Henry Peck, 1402
William Peck, 1403
John Stevens, 1404
Bernard Mullin, 1405
John Bowines, 1406
Henry Neal, 1407
Joseph Alward, 1408
Peter Treglith, 1409
James Pickett, 1410
John Stewart, 1411

South side of Sheffield Street, west.

Richard Bonsall, 1413
Robert Angus, 1414
David Beveridge, 1415
Peter Fitzsimmons, 1416
Alexander Morton, 1417
James Drummond, 1418
William Stewart, 1419
Robert Napier, 1420
James Henry, 1421
James Boyne, 1422
Robert Smith, 1423
Robert Chillish, 1424
Duncan McLeod, 1425
John Robb, 1426
William Green, 1427
John Watson, 1428
James Cuthbert, 1429
Archibald McLean, 1430
James Peal, 1431
Peter Stewart, 1432
James Scott, 1433
No name, 1434
John Mitchell, 1435
Richard Stockall, 1436
Zapher Hedden, 1437
Samuel Burns, 1438
Peter Butler, 1439
William Reed, 1440
Jacob Cook, 1441
John Bell, 1442
No name, 1443
John McAlpine, 1444
Michael McClarken, 1445
Stevens Baxter, 1446
Josiah Dykeman, 1447
Frederick Sprick, 1448
John Hagamon, 1449
Joseph Nickerson, 1450
Thomas Nickerson, 1451
Thomas Griffin, 1452
William Elsworth, 1453
Margaret Stutes, 1454

Fronting on back shore, between Stormont and Charlotte Streets, commence south.

James Brett, 1455
James Gunn, 1456
John Jones, 1457
John Case, 1458
John Burges, 1459
John Smith, Olliver Arnold, Tho's Handford Munson, Jas. Hoyt: four lots in Prince Wm. Street, granted by Governor Carleton.

APPENDIX E.—*Continued.*

Names of Persons who Drew Lots in Carleton, 1783.

Andrew, George, 26
Andrew, Robert 168
Austin, Caleb 28
Adams, James 159 170
Adnett, 209
Armstrong, Richard 233
Ambrose, Michael 332
Ambrose, Margaret 355
Anderson, James 245
Allen, John 363
Brothers, Joseph 8
Brothers, William 417
Brickley, James 36
Bowman, Andrew 41
Beaty, Edward, jr. 70
Beaty, Edward, sr. 71
Beaty, Polly 72
Beaty, Joseph 129
Beaty, William 130
Brawn, Richard 89
Blair, David 109
Britton, John 135
Byles, Mather, jr. 137
Bonel, Joseph 163
Brundage, John 171
Brundage, Jeremiah 256 257
Bunce, Joseph 181 182
Boyce, John (heirs) 204
Barden, Peter 270
Bean, John 407
Burtis, William 286
Blume, John L. 408
Blackee, James 305
Brook, Jesse 317
Barchus, John 318
Bliss, Jonathan 341
Bull, Richard 376
Bought, John 380
Bullerworth, Moses 390
Bucket, William 418
Clarke, William 120
Colden, Thomas 121 122
Corey, Gideon 162
Camp, Hiel 161
Camp, Neil 303
Cox, William 163
Crowel, Thomas 24
Crowel, Sarah 377
Crowel, Joseph 378 395 396
Chew, Joseph 193
Cathran, Alexander 194
Chipman, Ward 195
Campbell, Richard 29
Campbell, Collin 100 101
Campbell, Walter 124 606
Campbell, Donald 160 172
Campbell, Charles 173
Campbell, Hugh 444
Campbell, Dougald 604 605
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